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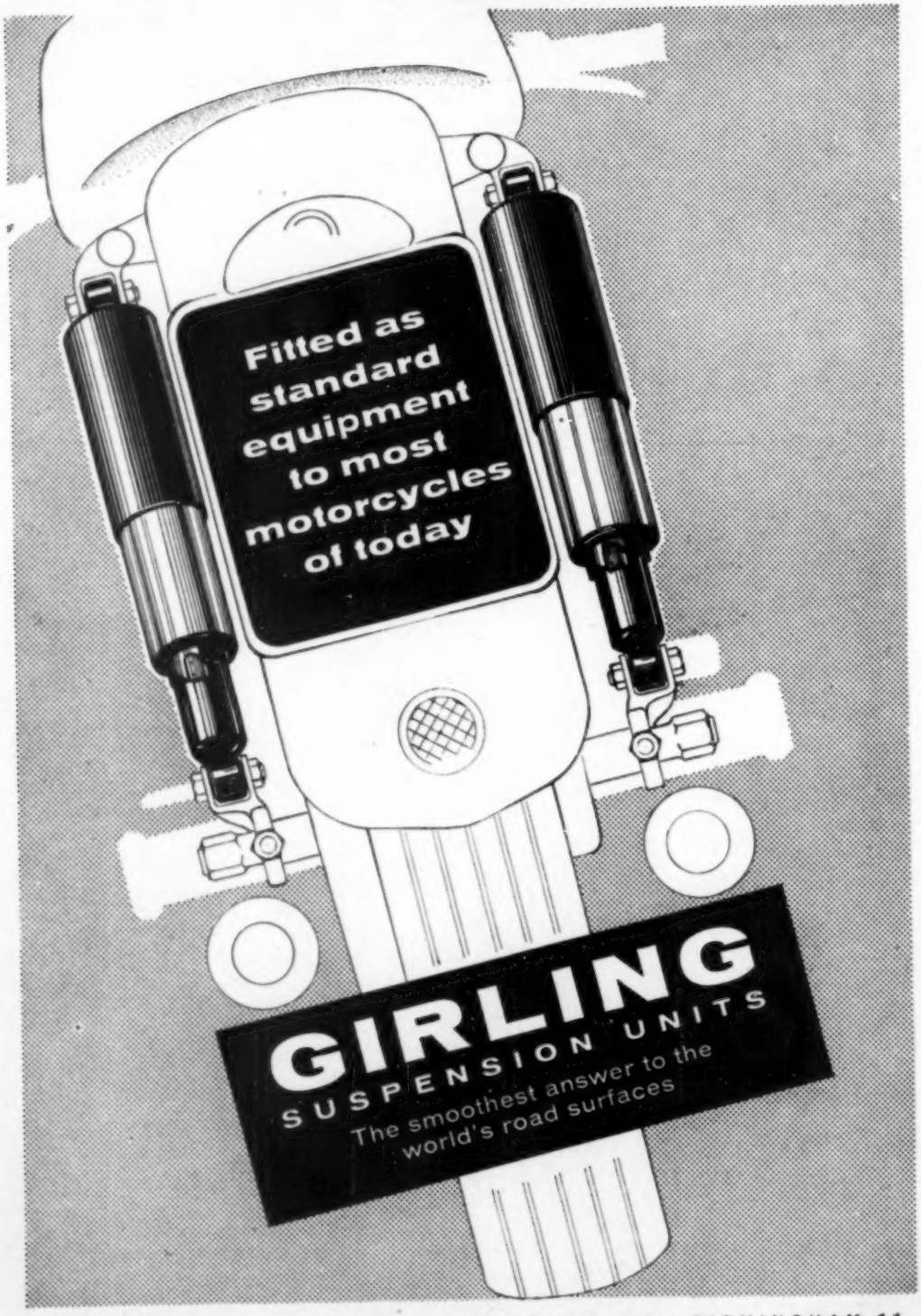

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THE MOTOR CYCLE

VOLUME 101 NUMBER 2905

Largest Net Sale in the World

THURSDAY

18 December 1958

Editor

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Winning shot in the "best action picture of the year" section of the Redditch Club's photographic competition shows R. A. Gurney about to lose his 197 c.c. James at a Kings Norton Club scramble. Handling the camera was D. J. Middleton, an enthusiast from Norton, Evesham, Worcs

Looking Ahead

ON record: that phrase is in common enough parlance these days. But has it any particular significance in the realm of club life—any message, perhaps, for club officials? Indeed it has, and for various reasons. Motor cycling really began at the turn of the century and in the ensuing few years club life flourished. Many of the organizations whose seeds were planted in that golden era have strong, deep roots today and golden-jubilee celebrations have been, if not common, at least fairly frequent these past few years. How disappointing, then, for such an occasion to be part-based on surmise: with officers not really certain whether the club was founded in 1907 or 1908; with, in short, much of a possibly illustrious history not "on record."

That such doubts should arise may perhaps hold a lesson for the present generation. True, the duties of a secretary can be onerous enough. Spare time is limited and the run-of-the-mill, everyday paperwork all but overwhelming. Yet the record—the equivalent, if you like, of an Army unit's war diary or ship's log—should not be overlooked. It need not be concerned with detail, of course, but the highlights should not be allowed to pass unmarked. Future generations will want to know of your activities—just as surely as you, now, want to be sure of the facts when extolling your club's achievements in the past. Yes, the records *are* important and well worth the keeping.

Premature Judgement

BRITAIN'S first motorway, the 8.26-mile Preston Bypass, has been open nearly a fortnight and is already being criticized. Early on, newspapers were saying that the carriageways were too narrow for high-speed travel. On the Sunday after the official opening so many sightseers thronged the new road that traffic queues up to one and a half miles long formed at the northern end. Since then traffic on the old road through Preston has been nearly as heavy as in the past.

But early criticism is unjustified. True, the Preston motorway would be better if each carriageway were three lanes wide—or, preferably, four. The layout provides for development to three lanes by reducing the width of the strip between the carriageways. Widening has to wait until other motorways are built, and grumbling shows a singular lack of understanding of priorities. Congestion where the motorway joins the old road must be expected and is inescapable until broad highways, of consistent width, are built throughout the land. In any case, judgement on the Preston road is premature at this stage. The way in which riders and drivers develop their skill in using the new route properly is as important as are its design features.

Occasional Comments

By "IXION"

The last, supreme effort has failed and Dennis McBee of Calgary is just about to part from his 499 c.c. Royal Enfield Bullet in a hill-climb at Edmonton, Canada

Farm Crossings

LAST month there was ado in our columns about mud and dung on road surfaces. Every sensible farmer loathes a farm which is crossed by a busy road. Mud and dung, especially when encountered suddenly while rounding a bend —and particularly at night—can provoke unexpected skids and are a devilish prescription for inducing a fall. But there are farms whereon the buildings are so unfortunately located —owing perhaps to a sale which split up the estate—that the most thoughtful farmer cannot always keep his crossing dry. If his milking is done on the opposite side to his grazing, the dung may need attention twice a day, and on a small farm he has neither a big staff nor ample leisure. His carts must in any case keep on crossing and recrossing and at muck-spreading time they will make an awful mess on the road, especially when the land is sodden. No doubt some farmers are less considerate than they might be but, believe me, many of them are seriously worried at this aspect of their trade on a split farm. The new motorways are necessarily going to split a great many farms. Thank goodness the plans provide for tunnels or bridges for the farmers where necessary.

I.o.M. Review

ARCHDEACON STENNING has just published through Robert Hale his second Manx handbook, under the title *Portrait of the Isle of Man* (187 pages, price 18s). It contains a mere four pages concerning racing but furnishes absolutely encyclopædic information on every other aspect of the Island's origin and history. The archdeacon first crossed to Douglas to begin 44 years' service at King William's College, mostly as science master. Scientists classify islands accordingly as they are up-thrusts from the sea bed (oceanic), or chips from a land mass (continental). Mona is continental. All life in it was destroyed during the glacial period. When the ice disappeared, the land connection was broken before many birds, animals or seeds could cross and become established, but it is peculiarly rich in bird life. It is rich in ancient buildings and still preserves its own language, closely akin to both Irish and Gaelic. There is no need to remind readers of *The Motor Cycle* that it is full of superb scenery of both inland and coastal types. Actually only a very small proportion of the motor-cycle fraternity visit it for ordinary holiday purposes. Those who arm themselves with Archdeacon Stenning's book before such a trip will find one week far too brief to exhaust their interest. I once spent three months there convalescing after a serious illness and can warmly recommend its general attractions. The book is freely illustrated with many fine photographs and has a splendid index.

That Neck Gap

OUR illustration on December 4 of the Tuffler—a special absorbent towel for fitting inside the collar of a waterproof jacket or riding coat to seal the neck gap—reminded me of the only two really watertight neckwears which I have met. One was the Dunhill umbrella coat of 50 years ago. It was a poncho, of which the neck hole was edged with special elastic rubber sheeting. Ungainly to put on, it absolutely excluded rain. The other was even better. It was worn by a labourer who worked on the roads of North Devon. He had taken an elderly inner tube of pedal-cycle size, shortened it, encased it in a strip of soft corduroy cut from an old pair of trousers and fixed it inside the neck of his overcoat. The tyre valve had been left in place at the front and he could at any time adjust the pressure to exclude wet without the pneumatic collar feeling uncomfortably tight when buttoned up. I have since often wished that somebody would produce such an article commercially (I am told that it is not patentable).

Musings on the Preston Road

THE formal opening of Preston Bypass has naturally unleashed a spate of discussion concerning Britain's motorway programme. The fullest newspaper account of the road was published as a six-page supplement to the *Manchester Guardian*. As prophesied long ago in our pages, the cost vastly exceeded the flat rate of £220,000 per mile originally estimated by the Ministry of Transport for such highways. How soon its 2 × 2 lane pattern must be expanded into a 3 × 2 lane pattern is anybody's guess; but already there seems to be much truth in the claim that one lane of a motorway can carry at least as much traffic as two lanes of an old-

fashioned stage-coach highway. Many newspaper motoring correspondents think that already the two-lane carriageways are inadequate and should forthwith be widened to three. The chief cost variables seem to be bridges and compensation—there are 22 "crossings" in the eight miles of Preston Bypass.

Motorway Code

THERE is no need to feel nervous about the new Motorway Code. Years will pass before it affects most of us, unless we happen to reside in one of those rare regions where a motorway will exist mainly as a local curiosity. At first it comes as rather a shock to be told that one must never stop on the road or make a U turn, but what's the odds with a lovely hard shoulder edging the entire distance? On to the shoulder we must rush when our engine stops of its own accord or a tyre goes flat. The hardest job is to learn how much space between vehicles—or should I rather say how little space?—must be regarded as a safe gap in which to enter the main run from a lead-in or feeder road from a flyover, while on first acquaintance the newcomer will need careful study of a complete flyover junction as initially it may resemble a puzzle from a Christmas cracker. Really timid folk will do well to get an experienced pal to show them the ropes.

Such Charming Simplicity!

FURTHER to my paragraph of December 4 on twistgrip controls, Jim Sheldon's reminiscences (November 13) also reminded me of the primitive passion for simplicity which once animated motor-cycle designers. In 1902, for example, one famous British machine confronted the bewildered novice with no fewer than nine visible controls whenever his eyes were downcast. There were four "chess bishops" on the top tube for air, gas, spark and valve lifter. There were two screw-down valves, one rendering the tank airtight, the other admitting fuel from the tank to the swishbox type of carburettor. There was an interrupter plug in an ebonite block on the tank top to protect the battery if an owner forgot to switch off (via the handlebar left grip). The other two controls were under the handlebar, one controlling the front brake by a scimitar-shape steel lever which seemed about 2ft long, the other a shorter lever actuating a control cable to the rear brake. The Quadrant was the first great counterblast to such a lavish sprinkling of mysterious items. It had only one chess bishop, which operated the throttle, the valve lifter and the ignition advance. Presented as an intellectual *tour de force*, the malicious whispered that the simplified arangement came as a result of the Quadrant works manager riding over a fire hose and being so jerked off his saddle that he landed in a sitting position on the four chess bishops of the Mark I Quadrant of 1901. I do not believe there was any more truth in that story than in the presentation of the Quadrant Mark II as having "single-lever control." Try to realize that very few riders in those days had the background of internal-combustion-engine knowledge which every schoolboy possesses today. We had not the least idea what all the gadgets were about. For example, there was not one of us who had not at some time pushed the model all the way home from some distant sports ground when there was nothing wrong except that we had forgotten to replace the interrupter plug, which completed all the electric circuits. The Quadrant interrupter-plug slot accepted a sixpenny bit if one lost the original brass plate. I lost mine, but it wasn't long before some small boy had spotted that tanner! (But he was unlucky: I spotted the little ragamuffin while he was still fishing in the slot.)

Pit scene at Maryland, U.S.A., as competitors wait for the start of racing on the circuit at Rod Coates' 35-acre farm at Fallston. There were 60 entries for the four classes. Proceeds went to charity

The square at Ceske Budejovice where the Partitourists' machines receive constant admiration from the locals

WHERE'S GEORGE?

The Story of a Group of British Motor Cyclists on a Trip to Czechoslovakia

BY MOLLIE CRAVEN

Clouds shrouding the peaks above the Alberg Pass threaten rain as the author gazes homeward

LAST year we had already taken a Partitour to Spain and were booked to take another to Yugoslavia when we were asked by a tourist agency to lead a party of 20 or so to Czechoslovakia. We accepted with enthusiasm. We had previously visited that hospitable little country and had affectionate memories of its friendly people. Most motor cyclists know Czechoslovakia as a home of two-strokes; not everyone knows that it's an incredibly motor-cycle-conscious little nation.

We had three sidecar outfits on the run, our own Matchless (Hetty VIII then, with a Swallow Jet 80, well sprung but a bit sporty and draughty), an A.J.S. with a great roomy Watsonian which became the tour's cafeteria, and a Triumph Thunderbird outfit. The party, as usual, ranged from youngsters to veterans, all bound together by their common interest in their sport and a desire to travel.

Before we left London a shock had been administered to my nervous system when I learned of an error made in booking our second night's hotel. One of the travel-agency clerks had cheerfully translated my suggested "near Heidelberg" rather freely. Doubtless this good citizen thought in terms of an express train, and a mere 200 miles the *far* side of Heidelberg was, relatively speaking, "near" . . . and on a Sunday when every *Frau* and *Herr* is out with the children in their various vehicles, pottering amiably along with apparently no time or traffic sense at all! Consequently we had no chance to pause in Heidelberg as the early August evening was already changing to dusk. We had one brief spell of open autobahn which did our averages a bit of good (Ken was rather pleased to touch 85 m.p.h. downhill and with the wind behind him) before we found ourselves on unmade tracks in heavy rain. Every main road appeared to be diverted to badly signposted, muddy by-ways choked with weekend traffic; it was an endurance test.

We covered 400 miles that day. Some heroes reached Weiden Oberfalz by 9 p.m. but others (ourselves included) did not arrive until 1 a.m., yet to our amazement (and to their credit) the Hotel Bayerischerhof provided us all with a hot meal and a kind welcome even at that ghastly hour.

We had been provided with a group visa for Czechoslovakia as it was cheaper than personal ones. But it was not a good scheme for such individualists as motor cyclists and led to a lot of wasted time. Moreover, Czechoslovakia is still too new to the tourist business to handle it properly; they are still in the stage we all endured a few years back elsewhere—form filling, currency formalities and similar tedious nonsense. A couple of years ago the Yugoslavs were also tied up in this red tape, but now they are more sensible and matters are brisk. The Czechs have yet to learn the routine. Let us hope that the day will come soon when all time-wasting nuisances are cut out and, as within the Benelux countries, we can ride across frontiers with a wave of the hand.

However, once inside Czechoslovakia we met with the warmest courtesy and hospitality, and our only complaint lay with the banking arrangements. We soon became convinced that the bank officials did not understand their own regulations and lurid language became customary whenever we tried to cash our travellers' cheques at the recognized rate of exchange.

When we emerged from the frontier post we were hours behind schedule, which was for lunch in Marienbad (the luxurious spa now known as Marienska Lazne). However, we met the two Czechs sent to welcome us—a young engineer from the Jawa works and a Cedok interpreter known as George. Poor George! When we first met him he had a gay and carefree look, but a few visits to banks with our party soon changed all that! As soon as a problem cropped up the cry was "Where's George?" and the poor chap had to try to sort out our latest snag. Usually it related to our timekeeping; we never did manage to fit into our official schedule, which was plotted neatly for well-organized citizens (perhaps in a coach?) and not for slightly anarchistic motorcycling types. For instance, our very first lunch . . . it ended up as an enormous high tea at Pilsen at 5 p.m.

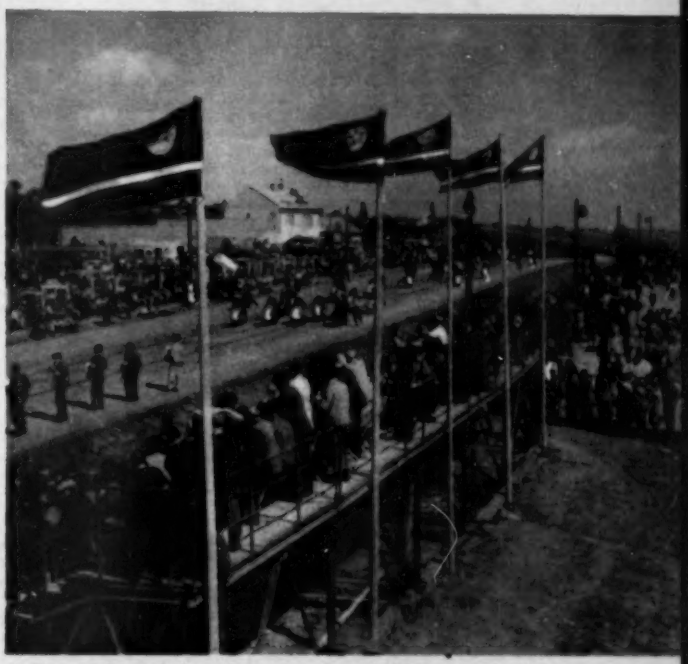
This first experience showed us a most welcome thing about Czechoslovakia. It did not seem to matter what time we called at our hotels for meals, even though we did our honest best to let them know of our expected arrival time and the number of hours we would keep them waiting. At any time, it seemed, they were prepared to give us stupendous meals with the utmost cheerfulness, as if the hour was utterly unimportant.

George had never been on a powerful o.h.v. machine before and that part of his duty was clearly a welcome surprise to him (though he was quite unprepared for it, being dressed in ordinary clothes); but he grinned from ear to ear and clung on to his pillion as if ready for anything.

Outside our hotel in Pilsen a dense crowd gathered and did not leave our machines until we rode off next day. Entirely courteous, not fingering the models but clearly adoring them, the crowds were the same wherever we parked throughout the country—always absorbed, keen and extremely knowledgeable. One of our riders was a little dazed when a white-haired grannie asked him in passable English if his Norton was an overhead-camshaft model. I found myself trying to conduct a conversation in French with a crowd of schoolboys on the subject of hard and soft sparking plugs (a subject on which my knowledge is conspicuously scanty).

Pilsen is not an attractive town, being mainly industrial, but a visit to the famous breweries the next day was interesting. As we had free and lavish supplies of lager with all our meals throughout the journey, some of the boys became connoisseurs.

We were supposed to reach Hluboka for lunch but actually arrived in time for an early tea (again!). The country was rolling,



At Brno road races, where the tourists received V.I.P. treatment from the organizers—and the Hinton brothers distinguished themselves

dotted with woods, many little lakes and castles and the peasants looked gay and buxom in traditional clothes. Our hostelry for lunch was on a small hill above acres of fish ponds where literally thousands of ducks quacked happily. We hurried through our food, then toiled up a steep slope to look at Hluboka castle. (Surely Nature holds no more pitiful sight than a group of motor cyclists asked to *walk* up a steep hill!) Although rebuilt and restored many times since its origin as a royal castle in the 13th century, Hluboka is tremendously interesting and the vast halls and galleries are kept as a museum of art treasures of all kinds. The erudite guide there spoke flawless English and half a dozen other languages as well.

That night we were in a small town, Ceske Budejovice, which was agog with excitement. Jazz had just hit Czechoslovakia in a big way. Staying in our hotel was a blonde bombshell from London who was singing with the jazz band. Their tenor singer was a well-known German exponent and the players in the band were all good instrumentalists and very keen. We were treated as guests of honour and given the front seats—and a rousing cheer when introduced as a group of British visitors by the announcer. I have never seen such a crowded hall—a big, new

The flat landscape, the stillness of the pond, the rushes growing in and around the water—the scene might almost be rural England. Yet the setting for this tea break is in Bohemia

theatre packed to suffocation with wildly enthusiastic people. Ceske Budejovice has a magnificent square in the centre of the town. There, near the hotel, our machines were parked and the crowd which surrounded them until well after midnight was enormous. Yet the first thing I heard in the morning was the quiet murmur of a big crowd still admiring them!

Ken and I were delighted to revisit Prague, where we spent the next three days. It has always been one of our very favourite cities—calm and gentle, with a restful atmosphere, and every period of architecture happily mixed together. George came into his own and blossomed out into the cheerful soul he must normally be. He took us to entertaining night-spots where gipsies played and students performed the traditional Slovak dances which must surely be about the most exhausting in the world.

One day had been set aside for our coach tour around the beautiful old-city area of Prague. The lady interpreter on the tour was notably well informed and spoke excellent English but, poor soul, she reminded us all irresistibly of Donald Duck. Consequently we found it very difficult to remain suitably serious. We were taken to the ancient castle of King Wenceslaus, the ramparts of which overlook the city. "Here," quacked our guide, "just here is where our governors were *defenestrated*." Our boys looked at each other doubtfully; one or two blushed, I think, for fear that our guide had said something indecent. Long-forgotten Latin came to my aid: "You mean, chucked out of a window?" I asked in suitable horror. Quite cheerfully she agreed. We gathered that several leading citizens had been given this unfriendly hint of their unpopularity and came to the conclusion that being a governor of Prague in olden times held occupational hazards.

All the hilltop of the old city is fascinating, with wide views down to the river and across the city spires. There are vast courtyards, a superb Renaissance palace, much fine old iron work and the famous Gothic cathedral of St. Vitus. Though there was a service in progress during our visit we discreetly obtained some fine colour photographs of the sunlight pouring through the richly stained windows. But it is the baroque which is perhaps the most fascinating of Prague's specialities. It is an exuberant, highly individual and national baroque and I was delighted to find that one of our riders was an architect who had come on the tour especially to study this form of architectural expression. Prague is so full of historic and photogenic places to be visited that one cannot do justice to them during a quick look round.

Next day we paid a visit to the Jawa factory. It was certainly an event: the workers were as interested in us as we were in them. Some of the machinery is old but Ken, as a practical engineer, was very impressed both by their ingenious tooling and the unusual uses to which they put old machines to get fresh life from them. Other equipment is the very latest, sparkling new, some of it British. The factory is going 24 hours a day with three shifts.

Alas, the day ended in a minor disaster. Our boys were taken outside the town to the assembly factory and testing grounds where they could ride any model they chose. The road circuit was slippery, the machines unfamiliar. Two riders brushed each other on a corner. Two dented riders, two very bent Jawas. . . . We felt very ashamed of ourselves but the staff brushed apologies aside as quite unimportant: the machines did not matter. The riders were whisked off to hospital. While they were there they had relays of visitors with delicacies and presents, including a new wireless set. One way and another they were thoroughly pampered!

When we had to leave the two members of our party behind we felt a little anxious, though we could see that they were being cared for with every kindness and skill. Our route lay through pretty wooded country to Brno. On this trip we did not go farther east to the splendid Tatra mountains which form the edge of the Carpathian range, white-peaked and forest-clad. They are the only really striking scenery in Czechoslovakia: the rest of the country is charming rather than spectacular.

At Brno we were housed in the immense Grand Hotel. Foreign riders were present in large numbers as the next day the Brno Grand Prix was to be held on the nearby road circuit. We had visited the circuit some years before and were anxious about the surface as it is treacherous after rain. Luckily, the next day was brilliantly sunny and the course was, as usual, densely crowded, with all roads choked for miles in every direction. Hundreds of thousands of people watched the racing, crowding up the hillsides around the course. Some enthusiasts even took the tiles off the roofs of houses and sat on the rafters!

For me the highlight of the day was an announcement from the loudspeaker (opposite our guest seats in the grandstand by the pits): "We have pleasure in welcoming to today's races our British guests, motor cyclists visiting Brno." The translation into Czech was received with friendly cheers from the crowd. And to me another important item was a very fine luncheon served in a restaurant behind the pits—a really substantial affair.

Most of the machines competing were Nortons in various coloured cowlings. The Hinton brothers were among those who distinguished themselves that day. We were given a ride back to Brno in their van—six of us with four hot, oily and smelly Nortons. The way those Aussies drove that night was a really unnerving experience but with rich comedy as well; quite half the time we were on the wrong side of the road! When we reached our hotel we uncrossed our fingers and thanked St. Christopher.

Our Grand Hotel was certainly luxurious. We spent two days there and were sorry to leave. Alas, Brno is near the border and early next morning we were bidding George goodbye. With sorrow he said farewell to the Thunderbird and the Dominator which had been his main transport. However, I think that his feeling at leaving our group must have been mainly one of relief that he would no longer hear the too-familiar shout, "Where's George?"

We all felt that our trip had been tremendously worth while. True, we had a few days' homeward run—mostly in rain—in unfamiliar scenery through Austria and Switzerland, but the hospitality and warmth of our welcome to "Cheko" had made our holiday stimulating and different. As souvenirs we had happy memories and dozens of photographs of mediæval castles, turreted towers and lakes—and of motor cycles!

Question Unanswered

Should the "Experts" be a Race? Speed Emphasis Should be Discouraged by the Auto-Cycle Union

JUST a year ago I asked a question which had been put to me by Frank Darrieulat: is it really necessary to turn the British Experts' Trial into a race? On that occasion, 13 competitors (in an entry of 40) had dropped marks for lateness. This year, out of 43 starters, 14 lost marks on time and five were excluded for finishing more than 30 minutes late. In 1957 Jim Sandiford broke his leg when rushing across moorland in an endeavour to maintain the 20 m.p.h. speed schedule, and this year Gordon Blakeway suffered a similar injury when he and Roy Peplow collided on a "two-directional" part on the course. A week later, over 30 riders in the Manville Cup Trial were docked marks for lateness (including the entire Army entry) and six were excluded. More than that, Bryan Povey injured himself when making a phenomenal avoidance on a winding road and his winning total of 16 included a six-mark penalty for lateness.

ARE there any lessons to be learned from these happenings? Do we honestly need to impose a 20 m.p.h. speed schedule in trials which are supposed to test a competitor's ability to ride feet-up through observed sections? Povey's six marks lost on time in the "Manville" could easily have cost him the premier award; his spill could have cost him considerably more than that. Race circuits and scramble courses are the proper places for high speed, and organizers who cause competitors to race on public roads are showing a callous disregard for the well-being of riders and for the good name of the sport. The time allowed for completing the Manville course was 2h 20m. Was there ever a shorter national trial than that?

IN the opinion of many competitors this obsession with speed schedules should be discouraged—right now—by the Auto-Cycle Union. The avoidance of delays on observed sections is one thing—racing on public roads is altogether different; ergo, if an organizer can overcome delays only by stipulating a possibly dangerous speed schedule then the A.C.U. should withhold the permit until he learns how to keep competitors on the move. And while they are about it, members of the A.C.U. competitions committee might do worse than ban all "two-way traffic" on trials courses. I refuse to believe that it is ever necessary for competitors to travel on reciprocal courses in any well planned trial.

NOTWITHSTANDING my plea for an occasional change of venue, there is no denying that the observed sections

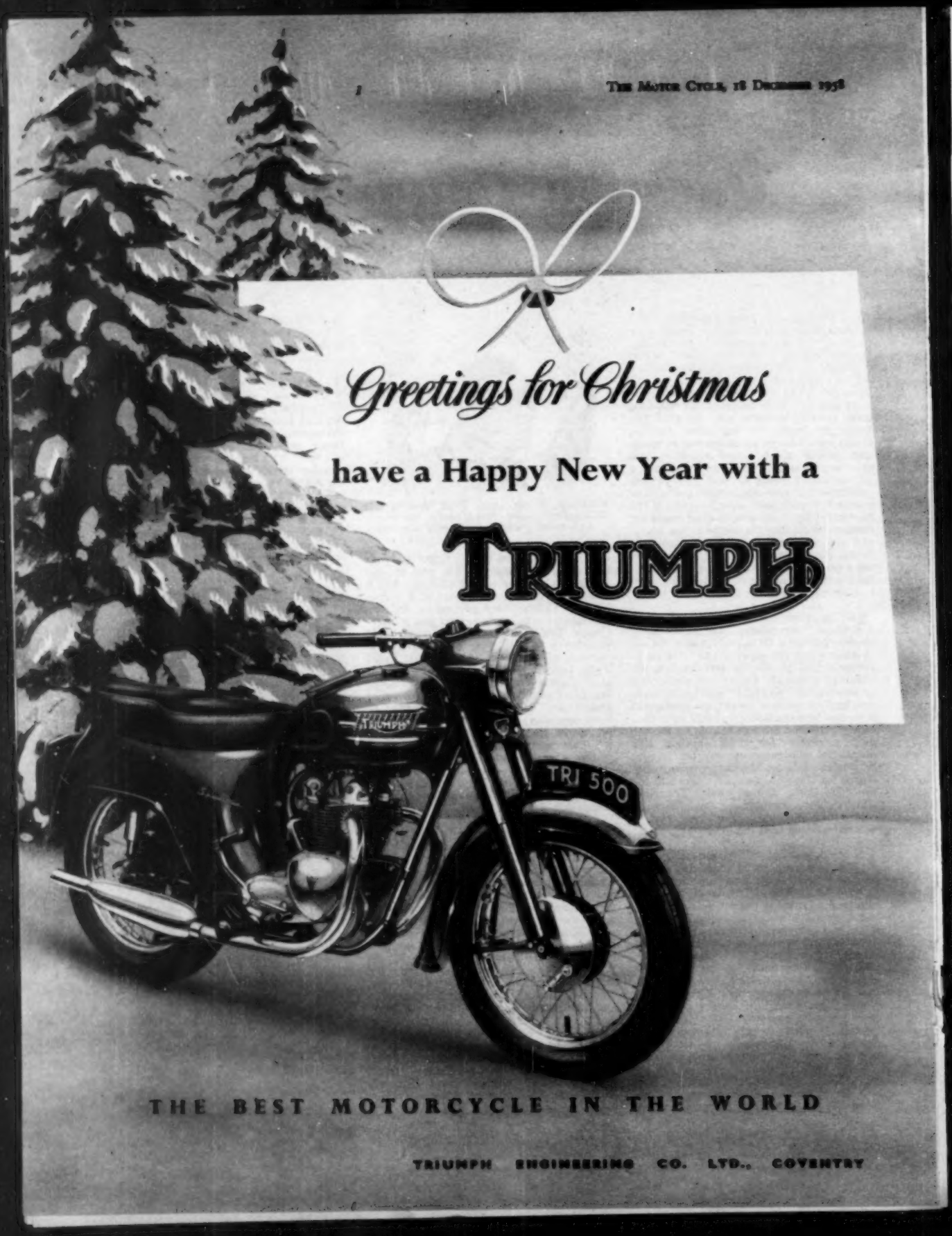
Flashback to the Press Trial showing Vic Willoughby as cartoonist Thacker saw him—with steam rising from his beaded brow

used in the last two British Experts' Trials have been real raspers. The area around Ludlow is a course-plotter's delight, and it struck me as incredible that at a recent Midland Centre board meeting the decision was taken not to organize next year's Inter-Centre Team Trial "because no suitable territory is available in this centre." As winners of the 1958 Inter-Centre Team Trial, I should have thought that the Midland Centre would have offered to stage the event next year—if only to show that their riders' ability is matched by that of their organizers. The trial is to take place on March 15 and it will be organized by the East-South Wales Centre. One can foresee a jostling queue at Aust Ferry the previous evening—for March 14 is the date of the national Kickham Trial near Bristol and many riders will doubtless be competing in both events.

HARKING back once more to the "British Experts," a competitor complained to George Wilson that factory riders (several of whom are paid to devote all Friday to practising on the course) have an unfair advantage over those who simply can't afford the time and money to go to the venue on Thursday evening or early Friday. Some of the observed sections in the Ludlow area (notably Strandbrook) are used only in the "Experts," so that a day's reconnaisance can be extremely valuable. I attended the "official practice" sessions at Strandbrook and Redfurlong on the Friday (and later at Park Lane, too), and among the riders present were no fewer than a dozen of the first 14 solo finishers—a fact which certainly seems to justify criticism. It is interesting to note that on Friday—practice day—the "winner" was Sammy Miller—far superior to all other riders on every section tackled. Had Sam not tumbled on the very first section next day (Upper Hayton) I think he would at present have the Skefko Gold Cup on his sideboard.

IN company with several other enthusiasts I went down from Ludlow to Chippenham for the following day's national Knut Trophy Trial, where I had the unusual experience of seeing a spectator being ordered off the public road by an official. Whether this official (who is a member of the management committee of the A.C.U.) was in his rights to be operating a timed test on a public highway is a debatable point, but his woeful lack of diplomacy left a very bad impression on all who saw the occurrence. Organizers who use public roads for special tests should tread very warily . . . .

And here is another Press Trial competitor, John Surtees, who turned up on his Matchless and was press-ganged into battle


Greetings for Christmas
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Letters to the Editor

Brough Superiority

Enthusiast's Experience with a Straight Four

FURTHER to my previous letter on the subject of Brough Superiors (September 11) in which I stated that I hoped sometime to acquire a four-cylinder example, I have now done so. It is one of the water-cooled Austin-powered models and I wish to report that it is delightful to drive.

I cannot make any exaggerated claims about its top performance. I have had the outfit up to 65 m.p.h. and it gives me about 45 m.p.g. Acceleration in second and top gears is good; when winding open the throttle in top one can really feel the surge of power. It is not a bit sluggish as is the wont of most Austin Seven engines of 1932 vintage. The gear change is somewhat slow as one has to slip into neutral between each of the three gears. The front and back brakes are coupled and efficient, as also is the sidecar brake. The shaft-driven twin rear wheels, though not sprung, give good road holding and the lack of springing is not noticeable. The machine steers and handles beautifully at all speeds.

Having ridden Ariel Square Fours I can say that the feel of this Brough four is completely different. Its stroke is comparatively long. It is absolutely vibrationless and has a beautiful exhaust note. I am now looking out for a Brough Superior Dream—the transverse flat four listed for 1939.

I should like to find out through your columns how many more of these straight fours are now on the road, as I have been informed that only ten or so were produced. I have just joined the Brough Superior Club and we would welcome any other owners.

"BROUGH TYPE"

Bracknell, Berks.

Protecting the Machinery

Case for the Defence of Enclosure

ALL right! I will swallow "Nitor's" bait of December 4. I will accept his challenge, so full of conservative self-assurance that "No true enthusiast will argue with the oldster's or with the youngster's views" that motor cycles should go about naked. I claim as great an enthusiasm for motor cycles as the next man and, as you know, have covered hundreds of thousands of miles on machines of all types, starting with a pedal-assisted Motosacoche. It, incidentally, was not naked but had rather complete side shielding.

Why, I wonder, do people wish to have naked motor cycles? They profess a great and abiding love for them but it is surely a cock-eyed love which says: "Here is a beautiful piece of engineering; here is expertly assembled, wonderfully finished, delicate and expensive machinery; here is meticulously adjusted mechanism, intricate electrical equipment. Let us plaster it with mud, bombard it with granite chippings, shower water on it; let us do all we can in this way to dull its shining surfaces, subject its parts to undue wear, assault with all possible means this citadel that has been built up by designers' brains and technicians' skill."

I can understand the person who would not be seen riding behind a windscreen or legshields, for there is joy to be had without them. But would the same person take the covers off, say, a Rolex Oyster watch so that he and everybody else might see the works all the time?

There are sections of industry, pioneered by such men as Cecil Gordon Vokes, which devote all their time towards keeping dirt away from mechanism, but here are men who love their machines so dearly that they turn up their noses at those who perform the elementary task of protecting their devices from the worst of the dirt.

Not only are those lovers of nakedness guilty of gross neglect towards their idols but this neglect results in their persons and clothing becoming fouled with grime and grease so that they parade in stained flannels, splashed and spotted overcoats, giving the populace a sight of "real" motor cyclists, building up a prejudice against the clan and harming the very movement they so ardently love.

Personally I don't care two hoots how many people stick to the old-fashioned type of motor cycle so long as their influence does not result in designers staying in a groove. As these conservative scooter haters will discover when they have lost their athleticism and their abounding virility, it will be very pleasant to step on to a well-designed, fully clothed two-wheeler, preferably produced by a British maker who has managed to rid himself of the wrong idea that Britons want only the conventional type of machine which for more than half a century has not been able to shake off the shackles of the bicycle.

Birmingham, 28. GEORGE BERESFORD

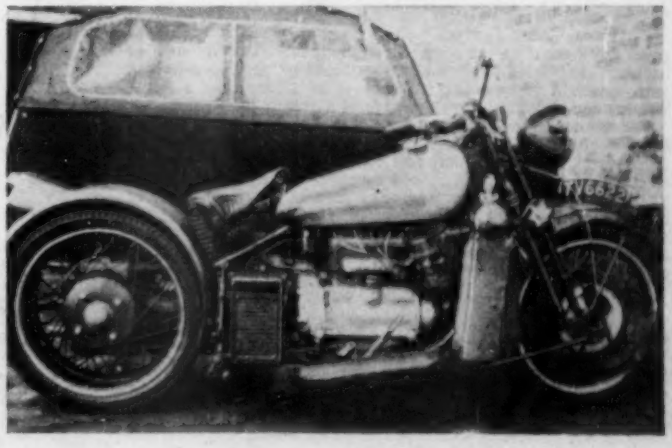
The Southern Trial

Better to Have Left the Subject Alone?

AS a person who evidently resents criticism directed at his North Kent Trials Combine (organizers of this year's unpopular Southern Trial), E. G. Jones is quick to condemn the Sunbeam M.C.C. in your issue for November 27. But why bring the Sunbeam Club into something which concerns only Ralph Venables and his comments on the Southern Trial? And why, having dragged other Sunbeam members into the discussion, accuse them of getting "the local club to do all the donkey work" when they wish to run a trial?

On the contrary, only a few years ago the London Ladies M.C.C. wished to run a trial near my home and it was the

Portrait of "Brough Type's" straight-four Brough Superior in its present form. Vintagents will notice that original radiator blending with the nose of the tank has gone and so, apparently, has the light-alloy cylinder head



maligned Sunbeam Club which provided the ground, marked the course, staffed the sections and helped work out the results.

When an event is as big a failure as this year's Southern Trial, is it not imprudent of the North Kent Trials Combine secretary to write a letter which is calculated to prolong the discussion on what can only be a painful subject? Better, surely, to leave the subject alone and not try to turn the Sunbeam Club into a red herring. C. L. WALTER

Burgess Hill, Sussex.

Hands Off the Five-hundreds

Banning the Class Would Kill Road Racing

MAY I congratulate John Surtees on his alleged stand against the F.I.M. on the issue of abandoning the 500 c.c. class? We need some more famous men to take his stand. If the F.I.M. is so scared of the increasing speeds, let its members retire if they cannot keep up with modern times. They themselves do not race and we have not heard a complaint from any rider about the speeds attained in the 500 c.c. class.

Here in South Africa, if the class is banned, it will not affect us so much because we have no international races. Out here

the lowest capacity class is 250 c.c. which contains mostly elderly motor cycles and it is nowhere near so fast as in Europe. Myself, I cannot see three-fifties forming the fastest class. Racing will definitely suffer a setback if the five-hundreds are banned altogether because spectators come to see speedy competition. Indeed, in my opinion it would be the beginning of the end of motor-cycle racing in South Africa.

Cape Town, S.A. B. WEEHUIZEN

Safety Helmets

A Realistic Test at Earls Court in 1960?

THE brick-dropping test on safety helmets mentioned in "Earls Court Jottings" (November 27) seems hardly to cover any hazard on the road. Something more definite such as a greasy skid could easily be demonstrated by packing a helmet with a weight representing an eight-stone rider (quite a lightweight) and dropping it on the edge of a granite kerb-stone.

For the next Show, perhaps some of the directors of the helmet firms might even be willing to give personal demonstrations of their wares. Quite a novel test could be shown by hiring an ejector seat from the R.A.F. and carefully aiming it so that the helmeted director follows a graceful parabolic trajectory before hitting the edge of the (nicely polished) granite kerb-stone.

However, as in all good ideas, there is a snag. In so generously limiting my proposed test to a lightweight I have suddenly realized that there are no eight-stone directors!

London, E.11. F. C. SCULTHORP

Insurance Premiums

No Reduction for Lower Machine Value

THE renewal notice from my insurance company bore the following footnote: "Your attention is drawn to the market value of the vehicle as shown in the policy which you may now consider should be revised." My machine, a 1956 Triumph Speed Twin, was covered in the sum of £200 for third party, fire and theft and I asked for the figure to be reduced to £180, anticipating that the premium would be reduced accordingly.

Instead, I was informed that: "The premium in respect of third party, fire and theft for motor cycles is calculated on the engine capacity of the vehicle and not on the market value, and when the market value of the machine is reduced there can be no amendment in premium."

If that is so, why the footnote on the renewal notice?

Stamford, Lincs. ROBERT POTTER

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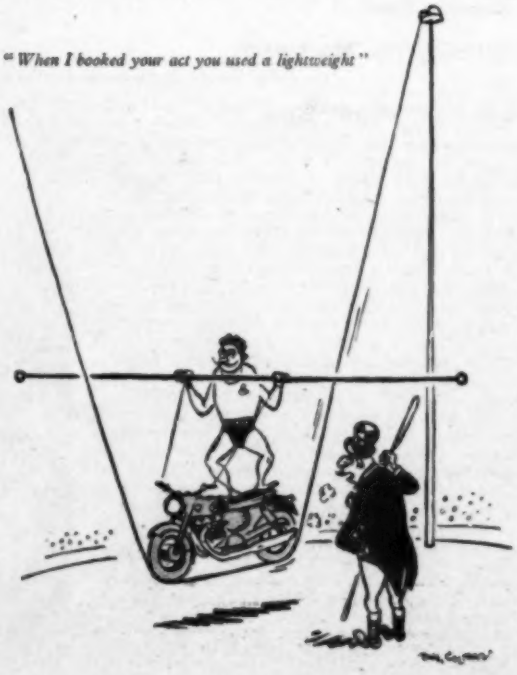
Roadside Repairs

Easy Method of Stopping a Petrol Leak

I COULDN'T agree more with Mr. Brine (November 20) about a motor cyclist being virtually a self-contained mechanic, able to deal with any reasonable repair at any time. I am the proud owner of a somewhat ancient sidecar outfit and would not think twice about doing a long journey on it, simply because I know that I am able to carry out any normal repair at the roadside.

"When I booked your act you used a lightweight"



"White-wall tyres, son!"

My tool kit even includes a box for tyre removal in event of a puncture!

Even so, last weekend I was confronted with an unusual repair. I had to travel from Hastings to Portsmouth and, before setting out, I discovered a leak at the top of my petrol tank. The only likely material I could lay my hands on at the time was a piece of chewing gum. It worked perfectly and, in fact, it is still there! "BIG FOUR"

Hatfield, Herts.

Battery Location

One Advantage of Having It Out of the Way

WITH reference to W. Ritson's letter regarding accessibility in battery location (November 27), I would just like to point out that it is sometimes better to have it out of the way. Some while ago a few motor cycles were left in a cinema park with their batteries nice and accessible in cradles down by the side of the saddle. When their owners came out from the pictures they found they had no lights and no batteries either: they had been stolen. I was rather glad that my battery was tucked away underneath the dual-seat. D. E. FISHER

Sidcup, Kent.

Secret of Eternal Youth

Back-to-the-fold Rider Recaptures Lost Joys

OWING to a change of location of my job I decided to lay up my car and return to motor cycles. I bought a Triumph Speed Twin and found it gave me a new interest in life and brought back the joys of many years ago although I am 53 years of age. Frankly, I thought I was a bit unusual to be riding so late in life, but imagine my surprise when I read in a local newspaper about R. H. Armstrong of Hauxley, near Amble, Northumberland, who can give me 21 years. At 74 he has a B.S.A. C15 Star and says that after riding motor cycles for 50 years he hopes to carry on until he reaches 100.

East Howdon, Northumberland. "NOT SO OLD"

Fair Play for Scramblers

Undesirable Methods of Selecting Entries

PROVISION has been made to protect organizing clubs against scramblers entering more than one meeting and then attending the one most favourable to themselves. What about a similar provision to protect scramblers against clubs which, in the case of a restricted entry, instead of accepting entries as they come in, wait until the closing date, sort out the rough from the smooth and then return the unwanted entries? The period involved from the time of submitting an entry to receipt of the rejection is anything from four to six weeks—thus preventing the would-be competitor from entering another meeting on the same date. It is my contention that a fair way of dealing with a restricted entry is to accept entries as they are received. To adopt any other method is not in the interests of the future of scrambling. TED WHITE

London, S.E.25.

The Editor does not hold himself responsible for the opinions of his correspondents. Letters should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and must be accompanied by the writer's name and address.

Help on the Road

Timely Aid on the Simplon—and a Bantam Tip

I SHOULD like to join Gladys Smith (November 20) in thanking all those motor cyclists, lorry drivers and others who have helped me on the road. I do not remember any occasion when I have been left to finish a job myself. Even on the Simplon Pass last August Ken Craven arrived at the crucial moment with the right screw while I was trying to anchor a loose brake lever.

Next time Gladys Smith runs out of petrol on her Bantam she should try laying the machine down, float chamber downward. Enough petrol will then probably flow in from the opposite side of the tank to get her to the next filling station.

Woodford Green, Essex. IDA M. CROW

Clash of Evenings

Could Maintenance Courses be Held on Mondays?

MAY I make an appeal through your columns to the organizers of maintenance courses at various technical colleges? These courses, which, we appreciate, are of considerable value to scooterists interested in carrying out their own maintenance and repairs, are almost invariably scheduled for mid-week evenings—either Tuesdays or Wednesdays. To my knowledge the majority of clubs whose members would wish to take part in such courses hold their club evenings on those days so that secretaries are placed in the position of fearing to draw the attention of members to a course lest it reduces support for the club's programme. And nothing constitutes a secretary's nightmare more than arranging for the visit of a celebrity or lecturer and then having no audience!

Many members, too, having read of the courses in the various publications, feel that they are not able to take advantage of them because it would entail complete non-attendance on club nights for the entire duration of a course.

It would be impossible to choose an evening for a maintenance course which did not clash with any club's normal meeting night but I feel sure that were it possible to hold these courses on a Monday there would be far less danger of clashing and thus many more potential students would be able to take advantage of the facilities. Miss J. SIM

London, S.W.19. (Hon. Sec., Surrey Lambretta Club)

"I've sold that noisy, backfiring, four-stroking old two-stroke you've been stuck with, boss. Your next-door neighbour bought it"

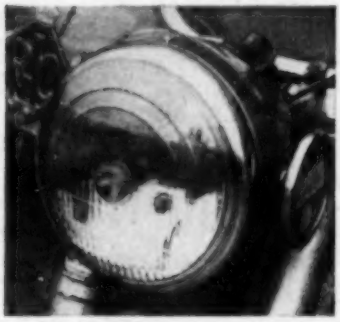
RIDER TO RIDER No. 5

By VIC WILLOUGHBY

Fighting Fog

Practical Tips on Riding Technique and the Use of the Lights

Secured by an elasticated sleeve, this amber fog mask is suitable for headlamps of up to 6in diameter



For 7in headlamps, this disc is held in place by a rubber sucker but additional fixings can be used

NOVEMBER and December are usually the worst months for fogs—those clammy, depressing blankets which obscure nearly all light and a great deal of sound—and we have been having our share this winter. How to cope on our travels? No one relishes travelling in fog but the motor cyclist or scooterist has rather less to worry about than other road users—he is easily the best fitted to minimize the difficulties and dangers. Pity, if you will, the unfortunate car driver whose vehicle is so much bulkier, so much less manœuvrable and whose vision is hampered by a mist-covered windscreen and windows set so far from his eyes that it is well-nigh impossible to peer through them. But more important than pity for the motorist is to appreciate his difficulties and make allowances for them in your own technique.

I am thinking, of course, of dense fogs, not the lighter mists which cause you to slow a trifle by day or flick from main to dipped beam by night to obviate glare. Mists rarely present any great problem though they may warn of worse conditions along the road.

Part of your fog defence lies in prior preparation. All the lights on your model must be serviceable: front, rear and stop—plus, of course, the side lights on a sidecar outfit. This is vital to your safety because the real value of your lights in fog is for being seen rather than for seeing. In fact, too much light is a hindrance for the fog reflects it back at you. For that reason neither the main nor the dipped headlamp beam should be used uncovered in thick fog by night, for either will dazzle you dangerously. By day, however, the degree of back glare from the dipped beam may be tolerable; in that case use it to give other traffic earlier warning of your approach.

Assuming it is located through the main reflector, the pilot bulb is the one to employ in thick night fog and, even so, you may be troubled by radiance from the fingers of light fanning upward from the edge of the lens. To combat that you can fit your headlamp with one of the amber plastic peaks or covers obtainable from accessory stores for a few shillings. Do make sure before you buy, however, that the cover fits your lamp; many on sale fit a 7in car headlamp but not the comparable motor-cycle unit, because of the difference in rim pattern. Some masks are attached by a central sucker; that is very convenient but the warmth of the lamp glass may cause the sucker to fail, so it is wise to use a few strips of transparent adhesive as well. For headlamps up to 6in in diameter you can get discs with an elasticated-sleeve mounting.

Alternatively, one of the yellow paper discs supplied by the motoring organizations for night riding in France may be stuck to the front of the headlamp glass when the need arises. There is no magic penetrating power in amber or yellow light but the effect of reducing back glare is just as useful. With a coloured cover over the lamp glass the objection to using the dipped beam at night is removed; indeed its use is then advisable to throw enough light to be seen.

But if your pilot bulb is not in the main reflector then its pin-point of light certainly won't be adequate for safe recognition by day or night, and you will be forced to use one of the main-bulb fila-

For maximum effect a fog lamp should be low and rigidly mounted. As shown in these two pictures, a sidecar connection makes a very convenient mounting

ments. In that case it helps to swivel the lamp downward and so shorten the range of the beam. If the lamp mounting does not allow sufficient swivelling, then a cover over the glass will be essential—a doubled-over yellow duster or scarf will do in an emergency.

For sidecarrists and riders whose daily journeys are over roads which get more than an average share of fog, a fog lamp may be a worth-while investment; but for maximum benefit it must be securely mounted as low as possible on the left-hand side of the machine and the battery must be in first-class condition, since the generator's charging rate may be low at fog speeds.

For the sake of my eyes, I prefer to wear goggles all the time but they must be draughtproof, fitted with glass eyepieces and effectively treated with an anti-mist preparation (obtainable from accessory dealers). Once a film of fog forms on the inner surface of the lenses the goggles must be discarded. In any case the outer surface of the eyepieces must be repeatedly wiped clear with thumb or finger—but be sure your gloves aren't oily or greasy. If they are, use a piece of clean rag or chamois leather. By the way, a low peak to your helmet helps to keep fog off your goggles.

A windscreen can be a boon in mist or average fog since it protects the eyes without goggles, but in a pea-souper it will be a hindrance because you need to see the road just ahead of your front wheel. The only solution is to lower the screen, tilt it back or sit well forward so that you can easily peer over the top edge.

So much for seeing and being seen. No less vital is your riding technique. The first essential is a drastic reduction in speed. On running into thick fog from relatively clear conditions some riders prefer to come to a complete stop and reorientate themselves before getting on the move again. I don't go that far but I do slash speed to a crawl immediately. Speed is deceptive in fog so it is a good plan consciously to go through the drill of squeezing the brakes and dropping through the gears until you can see the road surface or verge well enough to judge your speed.

The next thing is to pin-point your position on the road. Unrelenting concentration is imperative. You must bring into play every little detail of your knowledge of the route: kerbs, obelisks, cat's-eyes, broken and solid white lines, lamp-posts, trees, drains, bumps, changes of road surface—the lot. It is asking for trouble to tackle a completely strange journey of any magnitude in dense fog.

Although the white line on the road crown can be a tremendous help don't ride too near to it. Someone may be doing the same coming towards you and a head-on collision is all too easy. A kerb can be a good guide, though you must keep a sharp look-out for lightless parked vehicles; it is often possible to ride mid-way between kerb and white line with each just in view. If the fog is too thick for that you may have to ride closer to either marker—but preferably the kerb or roadside bank. Try to keep a constant check on your whereabouts or you may, for instance, take a private drive instead of a side turning. Worse still, you may suddenly find yourself on the wrong side of the road. It is comparatively easy to get hopelessly lost only a few yards from your habitual route.

At road junctions and cross-roads you may have to ride completely blind for some yards; so set your course as carefully as possible, stopping first to get your bearings if necessary. On very wide crossings some riders prefer to stop the engine and listen carefully for approaching traffic before restarting and moving across. The scheme is helpful if traffic is sparse; otherwise it is best to keep the engine running and a gear engaged in case sudden evasive action is required.

Remember to avoid abusing the clutch by long periods of slipping (a well-set carburettor and properly adjusted chains pay dividends); and always use the gear which keeps the engine spinning freely—that way you get the quickest response to the throttle.

Above all, keep alert and be prepared for anything. Only the other night I met a car coming at me head on as I crept along the left-hand lane of a four-lane road. Ride with your foot poised on the rear-brake pedal and your fingers resting on the front-brake lever, operating the throttle with the crook of your thumb. But avoid the mistake of regarding a panic stop as the only reaction to an emergency. There are occasions when a burst of acceleration or a swerve is more appropriate.

Impatience in fog usually leads to disaster, so don't hurry beyond your confident limit, and resist the temptation to overtake a string of vehicles in one swoop unless you are certain it is absolutely safe to do so.

If you decide to stop—to make an adjustment or cover your headlamp, for example—then pull off the road. You will be much safer there. And if you heed all the points so far mentioned you will find you are making better than average progress, and in no time at all there may be a convoy of cars on your tail, using you as a guide. That is fine so long as their headlamps are masked or they are using their pilot lights. But a following car with unmasked headlights will dazzle you. Don't hesitate to ask the driver to co-operate—and remember to do the same if you are following another rider.

1959

SPORTING FIXTURES

The Dates of International, National and Other Race Meetings, Scrambles, Moto-cross, Trials and Rallies at Home and Abroad

Classic road races, moto-cross grands prix and other important events are shown in heavy type ; I. indicates an international permit ; N. a national meeting ; R.R. a regional-restricted fixture ; R. a restricted permit and C. a closed event.

JANUARY

Sun. 4	Wolverhampton M.C.	Vic Brittain Trophy Trial (R.R.)
Sun. 4	South Reading M.C.C.	Three Musketeers Trial (R.R.)
Fri. 9 & Sat. 10	M.C.C.	Exeter Trial (C.)
Sat. 10	Neath M.C.	St. David's Trial (N.)
Sat. 17 or 24	A.C.U.	Television Team Trial (R.)

FEBRUARY

Sat. 7	Sunbac	Colmore Cup Trial (N.)
Sun. 15	Ipswich M.C. and C.C.	Trial (R.R.)
Sat. 21	Birmingham M.C.C.	Victory Cup Trial (N.)
Sun. 22	Holland	Moto-Cross Gemert (I.)
Th. 26 to Sun. Mar. 8	Holland	Amsterdam Show
Sat. 28	Knock M.C.C.	Hurst Cup Trial (N.)

MARCH

Sun. 1	Cumberland County M.C.C.	Alan Trophy Trial (N.)
Sun. 1	France	Moto-Cross Ermenonville (I.)
Sat. 7	Western Centre	Cotswold Cups Trial (N.)
Sat. 7 & Sun. 8	U.S.A.	Daytona Beach Races
Sun. 8 to Sun. 15	Austria	Vienna Show
Sat. 14	Wessex Centre	Kickham Trial (N.)
Sun. 15	Belgium	Lamborelle Trial (I.)
Sun. 15	Holland	Moto-Cross St. Anthonis (I.)
Sun. 15	East-South-Wales Centre	Inter-Centre Team Trial (R.)
Sat. 21	Pathfinders and Derby M.C.	Bemrose Trial (N.)
Sun. 22	Sunbeam M.C.C.	Pioneer Run (R.)
Sun. 22	Belgium	Moto-Cross der Kempen (I.)
Sun. 22	France	Moto-Cross Jonzac (I.)
Fri. 27	Brands Hatch Racing Committee	Road Races (N.)
Fri. 27	Ringwood M.C.	Hants Grand National (N.)
Fri. 27	Nantwich and D.M.C.	Cheshire Moto-Cross (N.)
Fri. 27 & Sat. 28	M.C.C.	Land's End Trial (C.)
Sun. 29	Salop M.C.	Hawkstone Park Scramble (N.)
Sun. 29	Snetterton Combine	Road Races (N.)
Sun. 29	Wood Green and D.M.C.	Beggars' Roost Trial (N.)
Sun. 29	Belgium	Moto-Cross de la Famenne (I.)
Mon. 30	Cumberland County M.C.C.	Cumberland Grand National (N.)
Mon. 30	Southampton and D.M.C.C.	Thruxton Road Races (N.)
Mon. 30	South Liverpool M.C.	Lomax Trial (N.)
Mon. 30	Wirral Hundred M.C.	Oulton Park Road Races (N.)
Mon. 30	South-Eastern Centre	Crystal Palace Road Races (N.)
Mon. 30	Birmingham M.C.C.	Red Marley Hill-climb (R.R.)
Mon. 30	Belgium	Moto-Cross Brabancon (I.)
Mon. 30	Holland	Moto-Cross Boekel (I.)
Mon. 30	France	Moto-Cross Thomer (I.)

APRIL

Sat. 4	Wye Valley A.C.	Traders' Cup Trial (N.)
Sun. 5	Birmingham 30 M.C.	D.K. Mansell Trial (N.)
Sun. 5	Belgium	Moto-Cross van het Fonteintje te Koersel (I.)
Sun. 5	France	Moto-Cross Poitiers (I.)
Sat. 11	Sunbeam M.C.C.	Sunbeam Point-to-Point (N.)
Sat. 11 & Sun. 12	Austria	**Austrian Moto-Cross G.P.** (500 and 250)
Sun. 12	Mortimer and D.M.C.C.	Jackpot Scramble (N.)
Sun. 12	Vintage M.C.C.	Sprint Meeting (R.)
Sun. 12	C.S.M.A.	Services' Trial (R.R.)
Sun. 12	Thirsk and D.M.C.	Northern Moto-Cross (R.R.)
Sun. 12	France	Sidecar-Cross Rouen (I.)
Sun. 12	Belgium	Moto-Cross des Cahottes (I.)
Sat. 18	B.M.C.R.C.	Silverstone Road Races (I.)
Sat. 18	Newcastle and D.M.C.	Travers Trophy Trial (N.)
Sun. 19	Middlesbrough and D.M.C.	Cleveland Sporting Trial (N.)
Sun. 19	Brands Hatch Racing Committee	Road Races (N.)
Sun. 19	Wessex Centre	Wessex Scramble (N.)
Sun. 19	Nottingham Tornado M.C.	Mallory Park Road Races (R.R. or N.)
Sun. 19	Alton and D.M.C.	Selborne Solo Trial (R.R.)
Sun. 19	Spain	Spanish Grand Prix (I.)
Sun. 19	Switzerland	International Moto-Cross (250)
Sun. 19	France	Moto-Cross du Printemps (I.)
Sat. 25	Wessex Centre	Castle Combe Road Races (N.)
Sat. 25 & Sun. 26	North Lancs M.C.	Morecambe Rally (N.)
Sun. 26	Switzerland	**Swiss Moto-Cross G.P.** (500)
Sun. 26	Italy	Coppa d'Oro Imola (I.)
Sun. 26	Belgium	Moto-Cross van de Kemmelberg (I.)
Sun. 26	Morgan Three-wheeler Club	Sprint Meeting (C.)

MAY

Fri. 1	Austria	Austrian Grand Prix (I.)
Fri. 1	E. Germany	Moto-Cross Schwerin (250)
Fri. 1	France	Moto-Cross St. Thibery (I.)
Sun. 3	Sittingbourne and D.M.C.	Veteran Rally (R.)
Sun. 3	Sunbeam M.C.C.	Sprint Meeting (R.R.)
Sun. 3	Denmark	**Danish Moto-Cross G.P.** (500)
Sun. 3	W. Germany	Saar Grand Prix (I.)
Sun. 3	France	Moto-Cross Pernes (I.)
Sun. 3	Holland	Moto-Cross Schijndel (I.)
Sun. 3	France	Moto-Cross Surgeres (I.)
Sun. 3 to Thurs. 7	Belgium	Liège-Monaco-Liège (I.)
Mon. 4 to Sat. 9	Edinburgh and D.M.C.	**Scottish Six Days' Trial** (I.)
Thurs. 7	W. Germany	Moto-Cross Pruhl (I.)
Thurs. 7	Belgium	Moto-Cross Oostmalle (I.)
Thurs. 7	Holland	Moto-Cross Markelo (I.)
Thurs. 7	France	Moto-Cross Tours (I.)
Sat. 9	Ireland	North-West "200" (I.)
Sun. 10	West of England M.C.	Dartmoor Scramble (R.R.)
Sun. 10	Finland	Finnish Grand Prix (I.)
Sun. 10	Holland	Zandvoort Racing (I.)
Sun. 10	France	Bourg en Bresse Road Races (I.)

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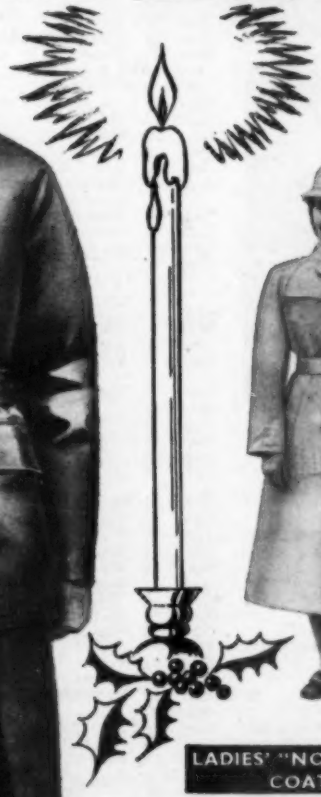

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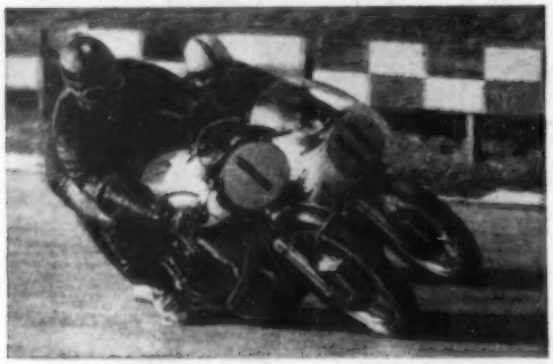
May (continued)

Sun. 10	Spain	Premio de Madrid Races (I.)
Fri. 15 & Sat. 16	M.C.C.	Scoot to Scotland (R.)
Fri. 15 & Sat. 16	C.S.M.A.	Curtis-Bennett Rally (C.)
Sat. 16	Ireland	Curragh Races
Sat. 16	Aberaman and D.M.C.	Aberdare Park Road Races (N.)
Sat. 16	Sunbeam M.C.C.	Sunbeam "200" Trial (R.R.)
Sun. 17	North Devon M.C.	Exmoor Trial (R.R.)
Sun. 17	France	**French Grand Prix**
Sun. 17	France	**French Moto-Cross G.P.** (500)
Sun. 17	Finland	Ruissalon Races (I.)
Sun. 17	Belgium	Circuit des Frontières (I.)
Mon. 18	Blackmore Vale M.C.C.	Blandford Road Races (I.)
Mon. 18	North-Western Centre	Aintree Road Races (N.)
Mon. 18	Southend and D.M.C.C.	Scramble (N.)
Mon. 18	Brands Hatch Racing Committee	Road Races (N.)



Mon. 18	France	Moto-Cross Unverre (I.)
Mon. 18	France	Moto-Cross Avesnes (I.)
Mon. 18	Holland	Circuit van Tubbergen (I.)
Sat. 23 & Sun. 24	Italy	12-hour Race (I.)
Sun. 24	Czechoslovakia	International Moto-Cross (250)
Sun. 24	France	Moto-Cross Cassel (I.)
Sun. 24	Belgium	Circuit de Mettet (I.)
Wed. 27 to Sat. 30	Mid-Wales Centre	Welsh Trials (N.)
Thur. 28	Italy	Circuito del Lido (I.)
Sat. 30	B.M.C.R.C.	Silverstone Road Races (C.)
Sun. 31	Newcastle and D.M.C.	Druridge Bay Sand Races (N.)
Sun. 31	France	Circuit de Pernes (I.)
Sun. 31	France	Moto-Cross Vesoul (I.)
Sun. 31	France	Moto-Cross Figeac (I.)
Sun. 31	Belgium	Moto-Cross Val-Fassotte (I.)
Sun. 31	Poland	International Moto-Cross (250)

JUNE

Mon. 1 Wed. 3 & Fri. 5	A.C.U.	**I.o.M. Tourist Trophy Races**
Tues. 2	Peveril M.C. and C.C.	Isle of Man Grand National (N.)
Thurs. 4	Vintage M.C.C.	T.T. Rally (R.)
Sat. 6 to Sat. 13	Isle of Man Scooter Association	Isle of Man Scooter Rally (I.)
Sat. 6 & Sun. 7	France	Bol d'Or (I.)
Sun. 7	E. Germany	Moto-Cross Merkers (I.)
Sun. 7	France	Moto-Cross Niort (I.)
Sun. 7	France	Moto-Cross Poulagny (I.)
Sun. 7	France	Moto-Cross Grisolles (I.)
Sun. 7	W. Germany	International Moto-Cross (250)
Sun. 7	France	Moto-Cross Limoges (I.)
Sat. 13	Ireland	Leinster "200" (I.)
Sat. 13 & Sun. 14	Yugoslavia	Prix Adriatique (I.)
Sun. 14	W. Germany	**German Grand Prix** (Hockenheim)
Sun. 14	Italy	**Italian Moto-Cross G.P.** (500)
Sun. 14	Sunbeam M.C.C.	Veteran Rally (R.)
Sun. 14	British Two-Stroke Club	Touring Trial (R.R.)
Sun. 14	France	Moto-Cross Bouteville (I.)
Sun. 14	France	Moto-Cross Albi (I.)
Sun. 14	Belgium	M.-C. van de Ketelberg (I).
Sun. 14 to Wed. 17	E. Germany	Four-day Trial (I.)
Tues. 16 to Th. 18	A.C.U.	**International F.I.M. Rally**
Fri. 19 & Sat. 20	Scarborough and D.M.C.	Scarborough Road Races (N.)
Sat. 20	Southampton and D.M.C.C.	Thruxton 500-mile Race (N.)
Sat. 20 & Sun. 21	Wood Green and D.M.C.	24-hour Roadcraft Tour (R.R.)
Sat. 20 & Sun. 21	France	Circuit de Moulins (I.)
Sat. 20& Sun. 21	Yugoslavia	Circuit of Belgrade (I.)
Sun. 21	W. Germany	**German Moto-Cross G.P.** (500)
Sun. 21	Italy	International Moto-Cross (250)
Sun. 21	Kings Norton M.C.C.	Scramble (R.R.)
Sun. 21	France	Moto-Cross Perigueux (I.)
Thur. 25 to Sun. 28	Austria	Alpenfahrt
Sat. 27	Stroud Valley M.C.	Cotswold Scramble (N.)
Sat. 27	M.C.C.	Silverstone Races (C.)
Sat. 27	Holland	**Dutch Grand Prix**
Sun. 28	Vintage M.C.C.	Banbury Run (R.)
Sun. 28	B.M.C.R.C.	Long Marston Sprint (R.R.)
Sun. 28	Southern Sporting M.C.C.	Home Counties Team Trial (R.R.)
Sun. 28	France	Circuit de Obernai (I.)
Sun. 28	France	International Moto-Cross (250)
Sun. 28 to Tues. 30	W. Germany	Three-day Trial (I.)

JULY

Wed. 1 & Thur. 2	Southern (I.o.M.) M.C.C.	Southern "100" Road Races (N.)
Sat. 4	B.M.C.R.C.	A.C.U. Clubman's Trophy Races (Silverstone)
Sat. 4	North-Western Centre	Red Rose Trial (N.)
Sat. 4 & Sun. 5	Spain	Barcelona 24-hour Race (I.)
Sat. 4 & Sun. 5	Morgan Three-wheeler Club	Malvern Rally (R.)
Sun. 5	A.C.U.	**Moto-Cross Grand Prix of Great Britain** (500)
Sun. 5	Belgium	**Belgian Grand Prix**
Sun. 5	Snetterton Combine	Snetterton Road Races (N.)
Sun. 5	France	Moto-Cross Saint Brieuc (I.)
Sat. 11	Bradford and D.M.C.	Allan Jefferies Trial (N.)
Sat. 11	Wessex Centre	Castle Combe Road Races (N.)
Sun. 12	Newcastle and D.M.C.	Belmont Scramble (N.)
Sun. 12	Vintage M.C.C.	Levis Cup Trial (R.)
Sun. 12	W. Germany	Eifelrennen (I.)
Sun. 12	Holland	International Moto-Cross (250)
Sun. 12	France	Moto-Cross Montauban (I.)
Sun. 12	France	M.-C. Montfort le Rotrou (I.)
Sun. 12	France	Moto-Cross Rocroi (I.)
Sat. 18	Redditch M.C. and L.C.C.	Experts' Grand National (R.)
Sat. 18 & Sun. 19	A.C.U.	**National Rally**
Sun. 19	A.C.U.	International Moto-Cross (250)
Sun. 19	France	Moto-Cross Orgueil (I.)
Sun. 19 to Tues. 21	Poland	Tatra Trial (I.)
Tues. 21	Belgium	Moto-Cross des Bosseuses (I.)
Sat. 25 & Sun. 26	Sweden	**Swedish Grand Prix**
Sat. 25	M.C.C.	Inter-Club Team Trial (R.R.)
Sun. 26	Holland	**Netherlands Moto-Cross G.P.** (500)
Sun. 26	France	Circuit de Caen (I.)
Sun. 26	France	Moto-Cross Lavaur (I.)
Sun. 26	Belgium	Moto-Cross du Prisonnier (I.)

AUGUST

Sun. 2	Wood Green and D.M.C.	Clayton Trophy Trial (N.)
Sun. 2	Belgium	**Belgian Moto-Cross G.P.** (500)
Sun. 2	Hungary	Hungarian Grand Prix (I.)
Sun. 2	France	Circuit de Villefranche (I.)
Sun. 2	France	M.-C. Tinqueux Reims (I.)
Mon. 3	Bulgaria	Moto-Cross Stoletov (I.)
Mon. 3	A.C.U.	British Championship Road Races, Oulton Park (I.)
Mon. 3	Southampton and D.M.C	Thruxton Road Races (N.)

Mon. 3	Ipswich M.C. and C.C.	Shrubland Park Scramble (N.)
Mon. 3	B.M.C.R.C.	Crystal Palace Racing (N.)
Mon. 3	Saundersfoot M.C.C.	Pembrokeshire Grand National (R.R.)
Sat. 8	Ireland	**Ulster Grand Prix**
Sun. 9	Luxembourg	**Luxembourg Moto-Cross G.P.** (500 and 250)
Sun. 9	France	Moto-Cross Ahun (I.)
Sun. 9	France	Moto-Cross Mont Noir (I.)
Sat. 15	France	Moto-Cross Laguepie (I.)
Sun. 16	Liverpool Imperial M.C.C.	Northern Two-Stroke Trial (R.R.)
Sun. 16	Sweden	International Moto-Cross (250)
Sun. 16	France	Moto-Cross Thomer (I.)
Sat. 22	Aberaman and D.M.C.	Aberdare Park Racing (N.)
Sat. 22	B.M.C.R.C.	Silverstone Racing (R.R.)
Sat. 22	Gloucester and Cotswold M.C.	Gloucestershire Grand National (R.R.)
Sat. 22 & Sun. 23	Surrey Hills M.C.	Two-Day Welsh Trial (R.R.)
Sun. 23	Bradford Vagabonds M.C.C.	Scramble (R.R.)
Sun. 23	Spain	Premio de Bilbao (I.)
Sun. 23	Czechoslovakia	Czechoslovak Grand Prix (I.)
Sun. 23	Sweden	**Swedish Moto-Cross G.P.** (500)
Sat. 29	North-Western Centre	Lancashire Grand National (N.)
Sun. 30	Belgium	**Moto-Cross des Nations**
Sun. 30	Sheffield and Hallamshire M.C.	Scramble (R.R.)
Sun. 30	Darlington and D.M.C.	White Brothers' Trial (R.R.)
Sun. 30	Italy	Moto-Cross Turin (I.)
Sun. 30	E. Germany	German Grand Prix (Sachsenring)

SEPTEMBER

Sat. 5	Builth Wells M.C.	Kidston Scramble (N.)
Sat. 5	B.M.C.R.C.	Brighton Speed Trials (C.)
Sat. 5 & Sun. 6	Isle of Man Centre	Manx Two-Day Trial (N.)
Sat. 5 & Sun. 6	C.S.M.A.	Road Trial (C.)
Sun. 6	Italy	**Italian Grand Prix**
Sun. 6	France	Circuit de Cadours (I.)
Sun. 6	A.C.U.	National Grass-Track Championships (R.)
Sun. 6	Matchless M.C. and C.C.	Cambridgeshire Grand National (R.R.)
Tues. 8 & Thur. 10	Manx M.C.C.	**Manx Grand Prix** (R.)
Sat. 12	East-South-Wales Centre	Mitchell Trial (N.)
Sat. 12	M.C.C.	Road Races (C.)
Sat. 12 & Sun. 13	Sweden	Skancloppet (I.)
Sun. 13	Louth and D.M.C.C.	Cadwell Park Racing (N.)
Sun. 13	Halstead and D.M.C.C.	Scramble (R.R.)
Sun. 13	Finland	Itäharjunajo Races (I.)
Sun. 13	Switzerland	Moto-Cross Locarno (I.)
Mon. 14 to Sat. 19	Czechoslovakia	**International Six Days' Trial**
Fri. 18 & Sat. 19	Scarborough and D.M.C.	Road-race Meeting (I.)
Sat. 19	Swansea M.C.	Cambrian Trial (N.)
Sat. 19	A.C.U.	World's Speedway Championship
Sat. 19	Ireland	Curragh Races
Sun. 20	Snetterton Combine	Snetterton Road Races (N.)
Sun. 20	Brands Hatch Racing Committee	Road Races (N.)
Sun. 20	France	Moto-Cross Molières (I.)
Sat. 26	North-Western Centre	Aintree Road Races (I.)
Sat. 26	Western Centre	Stroud Team Trial (N.)
Sat. 26	Ireland	Moto-Cross (I.)
Sun. 27	South Birmingham M.C.	Greensmith Trial (N.)
Sun. 27	East-Midland Centre	Mallory Park Races (N.)
Sun. 27	Thirsk and D.M.C.	Thirsk Grand National (R.R.)
Sun. 27	Streatham and D.M.C.C.	North v. South Scramble (R.R.)
Sun. 27	West-South-Wales Centre	Welsh Residents' Trial (R.R.)
Sun. 27	Sweden	Moto-Cross (I.)

OCTOBER

Fri. 2 & Sat. 3	M.C.C.	Derbyshire Trial (C.)
Sat. 3	Chester M.C.	Oulton Park Road Races (N.)
Sat. 3	West of England M.C.	West of England Trial (N.)
Sun. 4	A.C.U.	Inter-Centre Team Scramble, Shrubland Park (R.)
Sun. 4	Chester M.C.	Reliance Trial (R.R.)
Sun. 4	Sunbeam M.C.C.	Sunbeam Sprint (R.R.)

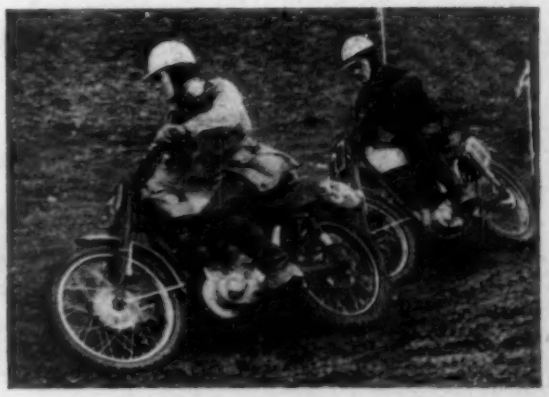
Sat. 10	B.M.C.R.C.	Hutchinson "100" (N.)
Sat. 10	Bristol M.C.	John Douglas Trial (N.)
Sun. 11	Sheffield and Hallamshire M.C.	Hallamshire Peak Trial (I.)
Sun. 11	Brands Hatch Racing Committee	Road Races (N.)
Sun. 18	British Two-Stroke Club	Sporting Trial (R.R.)
Sun. 18	Blackmore Vale M.C.C.	Dick Farquharson Trial (R.R.)
Sat. 24	South-Eastern Centre	Southern Trial (N.)
Sun. 25	Pathfinders and Derby M.C.	Clifton Scramble (R.R.)
Sat. 31 & Sun. Nov. 1	Sweden	Novemberkasan (I.)

NOVEMBER

Sun. 1	Ringwood M.C.	Perce Simon Trial (N.)
Sat. 7	Darlington and D.M.C.	Scott Trial (N.)
Sun. 22	Ravensbury M.C.C.	Mitcham Vase Trial (N.)
Sat. 28	Birmingham M.C.C.	**British Experts' Trial** (R.)
Sat. 28 to Dec. 9	Italy	Milan Show
Sun. 29	Bath and West of England M.C.	Knut Trophy Trial (N.)
Sun. 29	C.S.M.A.	Sporting Trial

DECEMBER

Sat. 5	Coventry and Warwickshire M.C.	Manville Cup Trial (N.)
Sat. 5	Ireland	Irish Experts' Trial
Sun. 6	Darlington and D.M.C.C.	Williamson's Nightmare Trial (R.R.)
Sun. 6	Tenterden and D.M.C.	Man of Kent Trial (R.R.)
Sat. 12	Waterlooville M.C.C.	Hoad Trophies Trial (N.)
Sun. 13	Chester M.C.	Northern Experts' Trial (R.R.)
Sun. 20	Sunbeam M.C.C.	Southern Experts' Trial (R.R.)



On the Four Winds

By "NITOR"

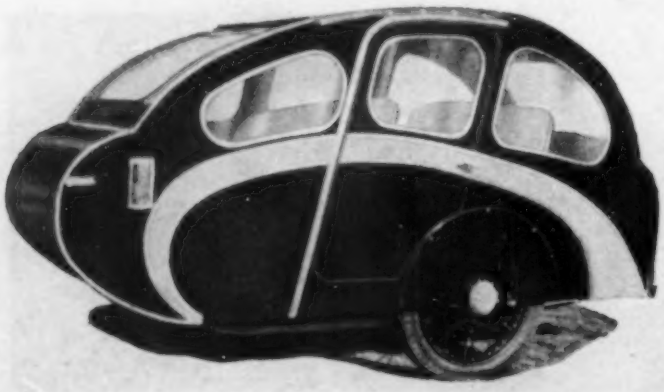
PAST AND PRESENT Even vintage experts may furrow their brows at the mention of the name Balmoral, but there was such a machine—just one—at about the turn of the century. And the man who built it, Leonard Morgan, was a recent guest at the Norton factory. Why Nortons? Well, had the Balmoral prospered, Nortons might today be better known as proprietary engine suppliers. A pioneer motor cyclist—indeed, an active rider until some two years ago when he made a last trip of just over 90 miles on his LE Velocette, one mile for each year of his age—Mr. Morgan built Balmoral bicycles. Seeking to enter the motor-cycle sphere he approached James L. Norton, then just starting in business on his own, for an engine to suit a special Balmoral frame. The resultant Balmoral-Norton was a success and gave no trouble on a triumphant tour of Ireland. Plans were put in hand for J. L. Norton to supply the engines and Balmorals were all set to go into production when there came financial failure. But Leonard Morgan is still sprightly at 93 and he still retains a keen interest in our sport. A grand old man indeed.

CHARITY INSTEAD Every year many hundreds of Christmas cards decorate *The Motor Cycle* offices. They come from enthusiasts in virtually all parts of the world and also, of course, from friends in the industry. And although we, too, have annually sent our quota of cards, many well-wishing readers have had to be excluded from our list since we have had no record of their addresses. For some time past we have been wondering whether, instead of sending cards, it might not be more in the true spirit of Christmas to make a donation to a charity in the motor-cycle field. At last we have taken the bull by the horns, and the Editor has asked me to let you know that we shall have no office cards this year. The charity to benefit is the A.C.U. Benevolent Fund—the most deserving, surely, in our sphere. I hope that this paragraph will catch the eye of all who might otherwise have expected to receive cards from us.

HELP IN A HOLE Remember those useful cut-out-and-keep features of our summer-time issues? Well, this paragraph could almost be placed in the same category. For your entertainment and—maybe—assistance I pass on a set of phrases for use in a certain predicament, with due acknowledgement to the James people who originated them. Here they are: 1. Is Wigan (or whatever town you may be in) a built-up area? 2. I didn't see you behind me. 3. But you've overtaken me twice. 4. I'm covered by *National* Insurance. 5. Je suis un membre du Corps Diplomatique. 6. I no spikka Inglis so good.

ROUGH JUSTICE After the New Year any driver caught exceeding the 50 m.p.h. speed limit on a New Jersey, U.S., road will automatically lose his licence for a month. A second offence will involve a two months' suspension and a third, suspension for "an indefinite period." Signs warning road users of the new law are to be put on highways throughout the state. One visualizes a rapid upsurge in popularity of that latest of U.S. gimmicks. Fitted to a vehicle, it gives voice thus the instant the speedometer registers over 50 per: "St. Christopher speaking; o.k. bud, now you're on your own."

DOING YOUR BIT The deputy civil defence officer of Leicester has drawn my attention to the very important part that could be played by soloists in the event of another war. He visualizes large areas of devastation, roads almost impassable, the telephone system useless. Radio is an unsatisfactory alternative because of the limitations imposed by screening and overloading. The answer, then, is a highly organized dispatch-rider corps, with the riders, in the main, mounted on lightweight models which can be easily manhandled where they cannot be ridden. In Leicester there is already a 20-strong D.R. section and more recruits, male or female, and over the age of 18, are wanted. A mileage allowance is paid for the use of the volunteers' machines when they are employed on recognized civil-defence training duties. During the first year approximately one hour a week is involved and subsequently the demand is for some 12 hours a year. The scheme is not confined to Leicester alone. There is a civil defence organization in every town in the country (you will find the address in a telephone directory). I am assured that prospective dispatch riders will be very welcome.



How's this for a home-built sidecar? Mounted on a Canterbury GMC7A chassis, it is the work of G. W. Gascoine, a sheet-metal worker of Sheerwater, Woking, Surrey. Total cost was £33. Materials used were commercial ply for the sides; 2 × 1in deal for the floor frame and ½in resin-bonded ply for the floor proper; 22-gauge light-alloy sheet covers the side-panels (it is stuck on with Evo-stick) and 20-gauge sheet is used on the roof and nose. Windows are in ⅛in Perspex

Above: Neat arrangement of the handlebar and various items of weatherproofing equipment fitted by Mr. Armitage. Above right are shown the lengthened kick-starter and gear lever and adjustment for the footrest

Made to Measure

Ingenious Adaptation of Controls to an Enthusiast's Liking

MOST motor cyclists adjust their controls to give the easiest operation possible within the limits available. E. Armitage, a 65-year-old enthusiast of Ramsgate, Kent, has done more than that: he has ingeniously modified some of the controls on his B.S.A. Bantam Super to fit his needs exactly; thus for him they require the least degree of effort and so give maximum comfort.

First item to receive attention was the kick-starter. In standard form it allowed the toes to stub the footrest at the bottom of the swing. Consequently the lever was lengthened by straightening the right angle between pedal and shank. This was done by heating the lever to white heat with a blowlamp and hammering it on an anvil. Six times the metal had to be heated as hammering was stopped when it became a dull red. The tip was then cut off.

Next, a length of chrome steel was turned in a lathe to make a new pedal. At one end it was formed like the big-end eye of a con rod, drilled vertically to fit round the top of the shank and silver-soldered in position. With this legthened kick-starter the foot no longer fouls the footrest and there is more leverage for spinning the engine.

Similarly, Mr. Armitage found the gear lever too short and high, necessitating lifting his foot clear of the rest to change gear. Accordingly, the pedal part was cut off and a mild-steel extension was brazed to the shank and drilled and tapped ¼in B.S.F. at its forward end. A steel spindle was turned in the lathe to fit and then a phosphor-bronze sleeve was turned to pivot on the spindle. Depending from the sleeve is a box fabricated from 18-gauge sheet steel and copper rivets; the box has vertical sides and ends, is rounded at top and bottom and forms the pedal. Pivotal movement of the box is restricted to ¼in by a metal stay arranged at the inboard end. The outside of the pedal is covered with rubber.

With the modified gear lever the foot remains in contact with the rest. Upward and downward changes can be made merely by pivoting and swivelling the foot on its arch. A further advantage stems from the rocking ability of the pedal: during upward changes it rolls harmlessly on the rider's shoe instead of scraping it.

The next operation was to provide adjustment for the footrests, mounted on a long bolt passing through the bottom of the frame. Mr. Armitage removed them and bolted a 2½in-long steel bracket to each, thus giving them a movement of 2in radius. However, it was found that the long bolt was then inclined to turn, so to check it he soldered to the bolt a triangular steel plate to fit flush under the silencer.

Finally Mr. Armitage turned his attention to the handlebar. For his stature it was too far forward and compelled him to crouch slightly instead of sitting at ease. A couple of 2in-long brackets were fashioned incorporating a short bar at one end and clamps at the other. The clamps accommodate the handlebar while the short bar is held by the original handlebar mountings. Supports for a windscreen are clamped to the short bar.

Month's Record

NEW registrations of two- and three-wheelers in September reached 16,284—a record in comparison with the equivalent month in any year. The total represents a 22 per cent increase on that for September 1957 and a 27 per cent increase on the average for the past five years. (Hire-purchase restrictions were lifted on September 16.)

Totals in the various categories were: *Solos.*—Up to 50 c.c., 3,321; 50 to 150 c.c., 6,870; 150 to 250 c.c., 3,233; over 250 c.c., 1,984. *Sidecar outfits.*—Up to 50 c.c., 1; 50 to 150 c.c., 7; 150 to 250 c.c., 7; over 250 c.c., 160. *Three-wheelers*, 701.

Previous high totals for September were 15,249 in 1955; 14,470 in 1954 and 13,283 in 1957.

Merry Making

ONE of the highlights of the scooter clubs' social year took place at California-in-England, near Wokingham, Berks, last Saturday. The occasion was the Camberley Lucky Seven Club's annual party, which this year attracted no fewer than 680 merrymakers. Some travelled from as far afield as The Wash, Poole (Dorset), Portsmouth and Brighton. About 90 per cent of those present were from Lambretta clubs.

A high spot was a fancy-dress parade in which representatives were dressed in costumes appropriate to their clubs' titles—a more rough-looking bunch than the Lambretta Vagabonds' team you never saw! Their leader, unrecognizable under a long, grey beard, was none other than Ian Hills, secretary of the National Scooter Association of the Auto-Cycle Union. He was just back from Perth, Scotland, where he had been discussing N.S.A. matters with scooter clubs and the secretary of the Scottish A.C.U.

Parliamentary Points

ADVANTAGE of the Road Traffic Act, 1956 to control dogs has been taken by 121 local authorities. The Minister of Transport has confirmed 112 and rejected seven of the orders requiring dogs to be kept on a lead on certain roads; 93 orders are in operation and a further four will take effect early next year.

The Secretary of State for the Home Department was asked how many prosecutions or warnings have been given in the Metropolitan Police District in recent months for the emission of smoke from vehicles with diesel engines. The reply was that, during the 12 months ended September 30, there were 73 prosecutions and 77 written warnings were issued for offences in the Metropolitan Police District.

An assurance has been given by Mr. Nugent, Parliamentary Secretary to the M.o.T., that "candidates taking the driving test need have no cause to fear trick questions or orders; both questions asked and the instructions given by driving examiners are entirely straightforward."

The investment in roads and vehicles on a £ sterling per inhabitant per annum basis in the United Kingdom is between £13 and £14.

No advertising is to be permitted on land acquired for motorways except in the service areas. In addition, the Ministry of Housing has asked local authorities to see that a similar ban is extended to land adjacent to the motorways to prevent large-scale advertisements which might be a distraction to drivers.

New Northern Expert

Roy Peplow (199 Triumph) Gains Fresh Laurels over Welsh Course : Peter Wraith (497 Ariel) Best in Sidecar Class

BY the ample margin of seven marks, Roy Peplow (199 Triumph) took tight hold of a new title last Sunday when he won the Northern Experts' Trial. Organized by the Chester Club, the event attracted a field of 28 solos and four sidecars, who were set to fight their way round a new 50-mile course, mainly in Flintshire, north Wales. The top sidecar men were Peter Wraith and his "crew," Bernard Green, who brought their 497 c.c. Ariel outfit home 11 marks ahead of their nearest rival.

But perhaps the most startling feature of the day was the weather—it was glorious! The sun shone so brightly that it melted the snow on the hillsides and sent the clerk of the course, Jock Auld, scurrying round with a bag of dye to remark the circuit just before starting time.

Pièce de résistance of the 20 sections for solos was Hill 60, near Bwlchgwyn (just try to pronounce it). There were two sub-sections. The first was of little importance, but the second started with a twist round some trees and then went straight up the side of a valley, steep enough to put many an Alp to shame and with a gradient said to be 1 in 1½ in places.

Scrambler Jack Mathews half carried his 249 c.c. Dot to the middle of the section where wheelspin beat him and he slid back to the bottom to set off again. With a grand display of riding, pushing, heaving and being heaved, he eventually reached the summit. Johnny Brittain (499 Royal Enfield) fairly whistled through the first half and looked like achieving the impossible, but even he had to paddle—and right furiously at that. Eric Adcock (249 Dot) rounded the turn at the bottom like a road racer but didn't have enough steam and had to put his feet down.

Adcock's was the most impressive display of the day. Roy Peplow was also impressive and also lost three marks. By the time the first half-dozen had torn the surface the climb became a little less vicious but even so no one succeeded in losing fewer than three marks. Six of the early riders missed Hill 60 and were therefore debited with 10 marks for each of the two subs, but were not excluded.

The section before the hill was named Babbling Brook—it was just that—and the majority managed to ride it clean. Towards the end, however, the rocks on the climb out became very slippery and Brian Hatton (497 Ariel), J. H. Roberts (197 James), Mike Ransom (497 Ariel) and Ken Hughes (347 Ariel) each "lost a front wheel" on the exit in quick succession—and also lost five marks each. Hughes was unlucky enough to tumble at Slab Corner, an observed section at the 35-mile mark, put his shoulder out, and had to be taken to hospital for treatment.

Before the brook had come The Twist, a section that started from the road and led down a steep, greasy gradient to three tight turns in quick succession and an equally steep exit. Blackie Holden (199 Triumph), his battered old trilby perched on the back of his head as always, paddled rapidly through the turns and tweaked the throttle wide to climb out for a three-mark penalty. The majority lost five marks through their rear wheels sliding round and into a muddy gully on the first left-hander. No one was clean.

There was only one retirement, that of Les Noble. He drowned his 197 c.c. Greeves at the first section and damaged the electrics.

W. Thomas Trophy (best solo).—R. S. Peplow (199 Triumph), 20 marks lost. **Edge Trophy** (best sidecar).—P. Wraith (497 Ariel), 18.

Solo Finishers (first 12).—2, E. Adcock (249 Dot), 27; 3, B. Holden (199 Triumph), 31; 4, G. O. McLaughlan (347 A.J.S.), 33; 5, D. Chadwick (197 Dot), 37; 6, J. V. Brittain (499 Royal Enfield) and 7, D. C. Clegg (224 Greeves), 38; 8, C. A. Morewood (497 Ariel), 39; 9, I. C. Shennan (199 Triumph), 40; 10, M. Ransom (497 Ariel), 42; 11, A. J. Lampkin (499 B.S.A.) and 12, J. Mathews (249 Dot), 44 (ties decided by special test).

Other Sidecar Finishers.—2, P. W. Roydhouse (490 Norton) and 3, J. Emmerson (497 Ariel), 27; 4, P. Hull (490 Norton), 49.

Roy Peplow

Rickman Wins

CONTRARY to the weather forecast (and in pleasant contrast to the ceaseless rain which had cursed the last North Hants meeting), cloudless skies prevailed for the Southern Scott Scramble at Tweseldown, near Aldershot, on Sunday. But wet weather during the previous few days had turned the course into a morass for much of the distance so that, to the disappointment of spectators, Les Archer elected not to ride the prototype short-stroke Norton described in *The Motor Cycle* last week. Instead, he used his usual long-stroke model, but a pair of new front-fork springs virtually collapsed early in the day and, after finishing ninth in the Southern Scott final, Archer decided not to ride again.

Winner of the Southern Scott event—a gruelling 12-lapper—was Derek Rickman (499 B.S.A.) but he crossed the finishing line only three seconds ahead of Ken Heanes (498 Triumph) who, in turn, was two seconds in front of Bryan Sharp on a similar machine. Yet it was the Senior final which provided the most spirited tussle between Dave Curtis (Matchless) and Don Rickman (B.S.A.).

Southern Scott Scramble.—1, D. E. Rickman (B.S.A.); 2, K. Heanes (Triumph); 3, B. A. Sharp (Triumph). **Lightweight Race.**—1, R. Lindup (Greeves); 2, M. Jackson (197 Greeves); 3, A. W. Mayze (197 Greeves). **Junior Race.**—1, Mayze (197 Greeves); 2, A. Bornebusch (499 B.S.A.); 3, P. W. Collins (197 Greeves). **Senior Race.**—1, D. G. Curtis (Matchless); 2, D. J. Rickman (B.S.A.); 3, A. W. Lee (B.S.A.).

Battling for the lead in the Southern Scott Scramble are Ken Heanes (498 Triumph) and Derek Rickman (499 B.S.A.). Rickman later moved ahead to win by 3s

Using his right foot to try to keep the Ariel outfit on an even keel, T. Gaines struggles in the second observed section at Buriton chalk pits

Sammy Miller Supreme

Outstanding Success for Ariel Ace in Muddy Hoad Trophies Trial : Frank Darrieulat Best Sidecar on Three-fifty B.S.A.

AFTER wandering into Sussex for the past few years, the national Hoad Trophies Trial made a welcome return to the hills of north-east Hampshire last Saturday. The weather was bad—it had rained almost continuously from lunch time the previous day—but the result was a good old-fashioned mud-plug in the best tradition.

Most of the observed sections were natural ascents on slippery clay, and the merit of Sammy Miller's performance in dropping only 34 marks is emphasized by the fact that no other solo rider finished with a loss of fewer than 44. Miller handled his 497 c.c. Ariel with such confident determination that on at least two sections he was alone in achieving clean climbs. There was a much closer finish in the sidecar class where Frank Darrieulat (348 B.S.A.) pipped Frank Wilkins (497 Ariel) by just three marks.

Rain clouds hung low over Butser Hill as Ernie Small (347 A.J.S.), the first of 74 solos, set off at 10.31 a.m. from Hog's Lodge on the Portsmouth Road, five miles south of Petersfield. Roads were almost awash in places but the Waterlooville Club had wisely done all the route-marking with metal cards and the rain actually made things more enjoyable for those who appreciate a tough trial.

At Buriton chalk pits were two observed sections with alarming gradients—both up and down—which, nevertheless, allowed many riders to retain their clean sheets. Then came a timed section where Peter Stirland dropped his 346 c.c. Royal Enfield and in consequence recorded a time 12.5s longer than that of Pat Brittain on a similar machine—with whom he tied on observation for the three-fifty cup.

There followed a swift-flowing stream known as Bridge Bank and a muddy lane called Morty's Mire, neither of which caught many riders napping. Within a couple of miles, however, came an acute hairpin bend and rocky stream which the organizers had dubbed Rock Ruin; indeed, it spelled ruin for all save Miller and Colin Moram (498 Matchless). Doubtless encouraged by his success there, Miller proceeded to make the only clean climb of muddy Wheatham Hill, though Stirland, Dick Langstone (346 Royal Enfield) and Bill Faulkner (249 Francis-Barnett) came close to emulating the Irishman's feat.

Vann Steps, that old "Southern Experts" favourite, was in wonderful condition on Saturday. Rising straight off the road, its chalky surface defeated everyone, though Miller almost got away with a single prod: greedily, he delayed the evil moment just too long, so that in fact he was at a standstill before footing. But he made amends brilliantly on Warren Hill with a clean climb which for sheer determination can never have been surpassed. No other rider reached the top of this muddy hill unpenalized, though praiseworthy attempts were made by Roy Peplow (199 Triumph), Roger Kearsey (348 B.S.A.) and John Brittain (499 Royal Enfield). Pat Brittain, too, was good, battling up the hill with only one prod in each subsection.

Ten of Darrieulat's 15 marks were squandered on Warren; his other five were the result of a stop on the rocks of Stroud Lane. Wilkins put up an inspired performance there (the only sidecar driver to keep moving), and, of the solos, Gordon Jackson (347 A.J.S.) was alone in matching Miller's faultless climb.

Every soloist suffered at least a three-mark penalty on the slippery twists and turns of Leythe Hill and all stopped on the ultra-steep Ben Meon. Sidecars had an easier section there, yet still difficult enough to defeat all except Darrieulat. It was the final hazard and a fitting finish to a very fine trial.

Best Solo.—S. H. Miller (497 Ariel), 34 marks lost. **Best Sidecar.**—F. Darrieulat (348 B.S.A.), 15. **250 c.c.**—R. S. Peplow (199 Triumph), 45. **350 c.c.**—P. N. Brittain (Royal Enfield), 44. **500 c.c.**—J. V. Brittain (Royal Enfield), 47. **Club Cup.**—R. W. Gollner (497 Ariel), 51. **Novice Award.**—P. Long (197 Greeves), 108.

First-class Awards.—P. T. Stirland (346 Royal Enfield), 44; R. P. Kearsey (348 B.S.A.), 47; Gollner, O. L. Jackson (347 A.J.S.) and R. H. Cooper (347 Ariel), 51; M. Dunmore (346 Royal Enfield), 59; F. Wilkins (497 Ariel sc), 18; A. Pulman (498 Matchless sc), 26.

Ireland Again

AN Irishmen's weekend! Following Sammy Miller's win in the Hoad Trophies Trial, his fellow countryman Stan Tracey (499 B.S.A.) won the Blackmore Vale Club's Dick Farquharson Trial last Sunday. Runner-up, two marks behind, was Colin Lambert (199 Triumph). It was Tracey's first win in an English event and his seventh trial since starting to work in England last year. There were 70 starters.

The winner's loss of 28 marks gives a fair indication of the sporting nature of the course, of which all 18 sections were in prime condition. About 12 miles in length, the circuit lay in the countryside around Shaftesbury, Dorset. After one complete lap the first six sections were tackled a second time. Section 5, a long, slightly uphill stretch of rutted mud near Semley Station, caught out the entire entry as no one conquered the last subsection, in spite of numerous hectic onslaughts.

Dick Farquharson Trophy.—S. A. Tracey (499 B.S.A.), 28 marks lost. **500 c.c. Cup.**—T. Smith (Triumph), 40. **350 c.c. Cup.**—B. O. Manby (Royal Enfield), 43. **250 c.c. Cup.**—C. M. Lambert (199 Triumph), 30. **Open Novice Cup.**—M. Oliver (199 Triumph), 69. **East Bury Cup** (best Blackmore Vale member).—M. Carter (197 James), 60. **Club Novice Cup.**—M. Hancock (224 Dot), 76.

First-class Awards.—G. Greenland (199 Smallshaw-Triumph), 37; R. W. Pullinger (498 Triumph), 39; R. Downton (197 Norman), 41; K. G. Edwards (197 Norman), 43; G. Hitchings (348 B.S.A.), 47; W. J. Candy (197 James), 50.

Berks Quagmires

WITH all but one of its 17 observed sections forming deep, glutinous morasses covered with wet leaves, the Jack o' Newbury Trial, held in Berkshire on Sunday, lived up to its reputation of being a severe mud-plug. Indeed, so severe was the first half of the course that by the second lap some of the sections had become virtually impassable for solos, let alone the sidecars.

Exactly 100 competitors did battle with the assorted quagmires, including Pat Lamper, Peter Stirland and Pat Brittain. Stirland, apparently suited by the atrocious surfaces, soon showed his superiority. He hurtled through sections in amazing controlled slides.

Jack o' Newbury Cup.—P. T. Stirland (346 Royal Enfield), 51 marks lost. **Hutton Stott Cup** (best sidecar).—J. S. Callander (497 Ariel), 65. **250 c.c.**—D. B. Kirby (197 Norman), 59. **350 c.c.**—P. N. Brittain (Royal Enfield), 51. **500 c.c.**—J. A. Wirdnam (B.S.A.), 51. **Novices' Cup.**—B. W. Hopkins (197 James), 79. **Best Intermediate.**—D. H. Smith (197 Francis-Barnett), 59.

First-class Awards.—P. A. Lamper (348 B.S.A.), 53; W. O. R. Faulkner (249 Francis-Barnett), 60; J. Hall (347 Ariel), 61; R. O. Hutcheson (497 Ariel), 65; M. Simpson (197 James), 67.

Nine-mark Lead

Benny Crawford (497 Ariel) Wins Irish Experts' Trial from Cecil Coard (346 Royal Enfield)

LAST Saturday, for the first time since its inception in 1955, the Irish Experts' Trial was won by an Irish rider. Trials champion Benny Crawford (497 Ariel) won by nine marks from Cecil Coard (346 Royal Enfield). Two English entries, Brian Martin (249 B.S.A.), the winner in 1955 and 1957, and Jeff Smith (499 B.S.A.) finished third and fifth respectively. Fourth was Jim Minnis (197 Greeves).

Run this year in the Southern Centre of the Motor Cycle Union of Ireland and with the Dublin and District Club handling the organization, the trial was held over two 14-mile laps of the Glencree Valley in County Wicklow with 25 observed sections per lap. There was an entry of 24. Though many of the observed hills caused heavy loss of marks every one was ridden clean at least once and all but three of them twice by one or more competitors.

Crawford lost no marks on 17 of the sections and was outstanding on the last part of the course. There he had only one dab in 12 hazards (on both laps) where only runner-up Coard, with a footslog, was anything like as good. Martin and Smith lost marks heavily in the final section, Martin having a stop and a footslog and Smith two stops. Crawford and Edmund Gill (348 B.S.A.) each rode them clean.

The under-200 c.c. brigade were rather out of the picture except for Minnis, whose fourth place was a very fine performance. However, Martin's B.S.A. was only a two-fifty.

Finishers.—1, B. Crawford (497 Ariel), 428 marks gained; 2, C. A. Coard (346 Royal Enfield), 419; 3, B. W. Martin (249 B.S.A.), 410; J. J. Minnis (197 Greeves), 368; J. V. Smith (499 B.S.A.), 369; M. G. Tracey (497 Ariel), 356; J. C. Dawson (348 B.S.A.), 348; D. J. Campbell (497 Ariel), 323; H. C. Parkinson (499 Royal Enfield), 320; K. Keegan (348 B.S.A.), 314; E. P. Gill (348 B.S.A.), 312; R. T. Hill (348 B.S.A.), 310.

Ice and Mud

ALTHOUGH competitors experienced icy roads in getting to the start of the Cirencester Club's Members' Cup Trial on Sunday, the event was held in bright sunshine. The trial attracted an entry of 72. Foss Cross was the starting point and, as the going was very soft, last-minute alterations were made to the course to cut out some of the worst of the mud which might otherwise have caused serious delay.

Marks were lost in plenty at many sections but in each case there were some clean passages. With the loss of only five marks caused by footing on Winterwell 1 and dabbing on The Hollow and Down Itma, M. B. Smith (197 Cotton) had a clear victory over M. C. Griffiths (347 Ariel) and Alan Bell (147 Cotton) who each lost 12.

Best Performance.—M. B. Smith (197 Cotton), 5 marks lost. **Runner-up.**—M. C. Griffiths (347 Ariel), 12. **Third.**—W. A. Bell (147 Cotton), 12. **Best Cirencester Member.**—J. R. J. Webb (497 Ariel), 20.

First-class Awards.—W. E. Jackson (199 Triumph), 18; W. Jackson, jnr. (197 Greeves), 21; E. King (348 B.S.A.), 23; T. Davis (347 A.J.S.), 25; I. P. Chapman (499 B.S.A.) and D. G. Heeks (149 Francis-Barnett), 26; J. Stockwell (347 Ariel), 29; D. Wasley (197 Greeves) and A. Messenger (349 Triumph), 35; J. Wilkins (348 B.S.A.), 37.

SPORTS NEWS

Bradford Tops

THE BRADFORD CLUB has won the Halifax Shield for best all-round performance in West Yorks Group competitions. More than that the club, as expected, has won the Jefferies Trophy for best performance in semi-sporting trials. The Horsforth Trophy (awarded for top scoring in scrambles and grass-track racing) goes to the Horsforth Club and the Blades Trophy, for main-road trials, to Wakefield. In the Ernest Brown contest for individuals the top scorer is main-road-trials man Ken Ridgeway; second and third are respectively trials and scrambles stars Peter Fletcher and Arthur Lampkin.

Thruxton News

TO ALLAY RUMOURS, Neville Goss, speaking at the Southampton dinner last week, confirmed again that although Thruxton airfield had been sold by the Ministry of Civil Aviation, racing there would not be affected next year. Regulations for the first meeting—on Easter Monday (March 30)—would be ready early in February. Tentative plans for the 500-Mile Race on June 20 include more stringent rules to limit the changing of components to keep machines going.

THE NEATH CLUB reminds intending competitors for the St. David's Trial on January 10 that 1959 national competition licences are essential. Application should be made to the Auto-Cycle Union without delay.

REG ARMSTRONG, winner of the Senior T.T. on a Norton in 1952 and team-mate to Geoff Duke on Gileras from 1953 to 1956, became a father last Thursday. His wife, Rosemary, presented him with a daughter at 6 a.m.—both well.

ONCE AGAIN the Dublin and District Club will be running a Boxing Day trial and fancy-dress parade in aid of the Wireless for the Blind Fund. The trial will be held as usual on a vest-pocket course at The Slade, Crooksling, and the start will be at 11.30 a.m.

THE WAKEFIELD CLUB'S TV Scramble on Sunday will be telecast on all ITV regions from 1.30 to 2.25 p.m. The course is at Bentley Springs, and the first race begins at 1.35 p.m. Subject to A.C.U. permission yet another Wakefield Scramble will be televised—on January 11.

AGAINST such riders as Paddy Driver, Jim Redman and Stan Setaro, Mike Hailwood won the 250, 350 and 500 c.c. scratch races in magnificent style at the Roy Hesketh circuit, Pietermaritzburg, last Sunday. He also broke the 250 and 350 c.c. lap records and finished fifth, almost from scratch, in the handicap.

DURING the Clifton Cup Trial in Kent last Sunday that well-known Bromley clubman Doug Vyse complained of feeling unwell. He retired and, with his passenger at the controls, set off to return to the start but collapsed and died soon afterwards. He leaves a widow, a son and a daughter.

LAST OF THE important trials for 1958, the Southern Experts' Trial takes place on Sunday over a course on the Kent-Sussex border. The entry of 87 solos and 18 sidecars includes the solo and sidecar winners, and runners-up, in last month's British Experts' Trial (Gordon Jackson, Pat Brittain, Frank Wilkins and Frank Darrieulat) and John Draper, Jeff Smith, Brian Martin, Sammy Miller, John Giles and Peter Stirland, the last of whom has won the four previous events in the series. The start is from Blue Boys Inn, 1½ miles south of Pembury, on A21; the 40-mile course embraces 20 main observed sections reputed to be of "appalling severity."

Japan's motor-cycle-mounted police are being equipped with the latest type of high-speed cameras as a means of collecting "evidence" against road users. In addition to photographing an offending vehicle, the camera records the date and time, and, it is said, the vehicle's speed at the time of the exposure

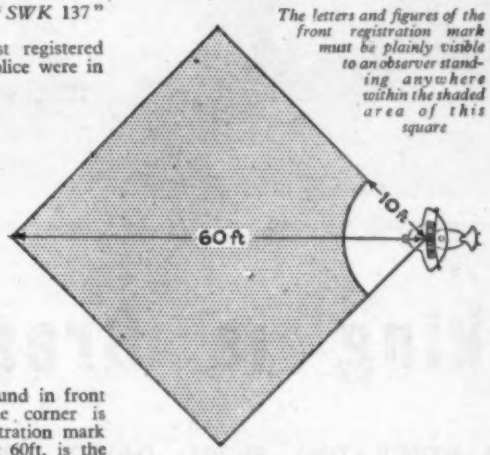
Question and Answer

OUR INFORMATION service is open to all readers. Questions should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and, whether intended for publication or not, must be accompanied by a stamped addressed envelope for the reply

FRONT NUMBER

DURING MY TRAVELS recently I was stopped by a police patrol car and informed that I was breaking the law by displaying my registration number on the front of my fairing instead of on the front mudguard. Can you please state the regulations in this regard?
Coventry. "SWK 137"

If your machine was first registered after 1 October 1938, the police were in error. In that case, if you should be stopped again, you could refer them to Regulation 26 of the Road Vehicles (Registration and Licensing) Regulations, 1955. A forward-facing number on a solo or sidecar outfit is not illegal so long as the letters and figures are plainly visible to an observer standing on the same plane as the vehicle at any point more than 10ft away from the registration mark within a square described on the ground in front of the vehicle so that one corner is immediately below the registration mark and the diagonal, measuring 60ft, is the prolongation of a line parallel to the longitudinal axis of the vehicle.



The letters and figures of the front registration mark must be plainly visible to an observer standing anywhere within the shaded area of this square

CAPACITY CALCULATION

AS I AM a newcomer to motor cycling, I am just beginning to take an interest in technical matters that are probably an open book to the more experienced. How, for instance, is the capacity of an engine calculated from its bore and stroke?
Uttoxeter, Staffs. W. MELVILLE

Possibly the simplest way is to multiply the bore in millimetres by itself, then multiply by 0.7854, then by the stroke in millimetres and by the number of cylinders, then finally divide by 1,000. For example, the bore of the Villiers two-fifty twin is 50mm and the stroke 63.5mm. Multiplying 50 by itself we get 2,500. Multiplying that by 0.7854 gives 1,963.5; by 63.5 (the stroke) gives 124,682.25; by 2 (the number of cylinders) gives 249,364.5; then divide by 1,000 (i.e., move the decimal point three places to the left) and we get 249.4. Official capacity of the Villiers twin is 249 c.c.

WITHOUT BATTERY

MY BATTERY has just about had it. A little bird has whispered that I am to be given a new one for Christmas so I do not want to buy a replacement now. My machine is equipped with a Lucas dynamo and voltage regulator unit. Will it hurt to run without the battery connected? My running is mainly in daylight at weekends with only occasional use of the lights.
Birmingham. H. FINLAY

It is permissible to run without the battery—and to use the lights—in an emergency. The only point to watch is that the battery positive lead (or the negative lead if your battery normally has positive earthing) is well taped up so that it cannot make contact with any part of the machine. Such running should not be prolonged more than necessary as it will tend to shorten the life of the voltage-regulator contacts.

NO OIL UP TOP

ON STRIPPING the top half of my 99 Norton for its first decoke and a general inspection I was horrified to find traces of rust in the overhead rocker gear and everything looked dry. There is no obstruction in the pipes yet it is obvious that oil is not getting up there as it should. Can you please advise me? P. WATSON
London, W.11.

Nortons are not alone in employing a branch from the oil return to the tank to feed the overhead rocker gear. The system largely depends for its success on the oil being really fluid. That normally entails getting the oil hot. With the oil barely warm it is not uncommon for it all to take the easier path to the tank, with the result that the rocker gear is starved.

It might be deduced that your machine is used mainly for short journeys of, say, up to 12 miles and that the engine is never driven really hard. That being so, it is unlikely that the oil tank ever becomes more than warm except, perhaps, on a really hot day in summer. In that case it should improve matters to change to a lighter (less viscous) oil, keep the oil tank only half full (in order to raise the temperature of the oil in circulation) and, on account of the smaller quantity in use, change the oil twice as frequently. Changing to one of the multi-grade oils should help matters.

INVALUABLE HAMMER

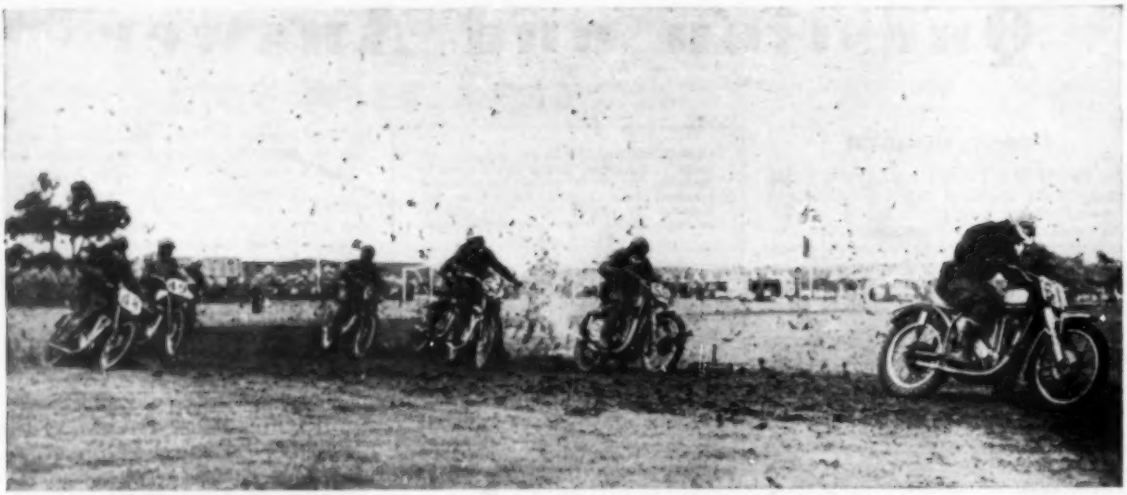
WHEN I dismantled my engine I patted myself on the back for remembering to engage a gear, lash on the rear brake and slacken the engine-sprocket retaining nut a turn or two before removing the primary chain. I used a box spanner and a tommy bar with extra leverage supplied by tubular extensions placed over the bar. Now the engine is reassembled and I am at a loss to hold it from turning while I get the sprocket nut really tight. The sprocket is keyed to a taper and I hesitate to repeat the chain method for fear of causing damage owing to the components not being fully home. How do I go from here? K. IVERSON
Kingston on Thames.

The jarring effect of a hammer will do the job in a few seconds. Employ a substantial ring spanner which accurately fits the nut and deal the other end of the spanner a few smart blows with a hammer. The engine will be held from turning more than a few degrees by the inertia of the flywheels and, if the piston is up against compression, the engine will bounce back again after each blow. Next time, the hammer-and-flywheel-inertia technique will save you a lot of trouble in slackening the nut. Incidentally, a tube spanner and tommy bar are useless for the job as their springiness largely nullifies the effect of the hammer. One might get by with a socket spanner as the blows would be less offset from the nut than with a tube spanner. Best of all is a straight ring spanner.

REAR-LAMP WATTAGE

I HAVE BEEN TOLD that the lighting regulations require a certain minimum power for rear-lamp bulbs and would appreciate details. J. A. STEIN
Worcester.

Where the cylinder capacity exceeds 250 c.c. the law requires a bulb power of not less than six watts for every obligatory rear lamp; further, the wattage must be indelibly marked on the glass or metal cap of the bulb "in a readily legible manner." The requirement does not apply to machines of up to 250 c.c.



At the Dublin and District Club's championship Mosney meeting last July the author, in the lead here, covers from mud and grass thrown up by the celebrated Noel Bell, who is just ahead of the camera

Grass-tracking is Great Fun

IN THIS PEN-PICTURE OF A STIMULATING SPORT, DAVID DIXON RECAPTURES THE THRILLS, EXCITEMENT AND CAREFREE ATMOSPHERE

"FOG," said the weather man, "is expected to return tonight in many places. The temperature will remain below the seasonal normal. . . ." Brr! And yet whatever the temperature, fog or no fog, the trials boys would be out again at the weekend and for many a weekend to come. Good luck to them, say I, for there is sport enough in pitting your skill against those ever rockier gullies, ever trickier stream crossings. But, to be sure, my fancy is for a summer day and a blue sky, with the crackle of exhausts echoing across the still meadows. Draped along the hedgerow is a banner which reads: "Grass-track Racing Today." What a wealth of meaning those words have for me.

It was in 1952, in my home country of Ireland, that I first saw a grass-track meeting. Heart in mouth, I stood by the trackside, thrilled by the sight of those dare-devil lads careering round the slippery field at seemingly impossible speeds. What wonderful excitement! But, of course, I could never see myself out there on the track—or could I? Were not just one or two of the riders floundering around unskilfully? Surely even I could do as well as that? Even better, maybe?

A few Sundays later a jaded 1939 three-fifty B.S.A. and its owner faced the starter at a meeting 45 miles out from Dublin. And from that day two rules were firmly established in my mind. First, if you happen to be in the lead at the corner immediately following a massed start, the main essential is to stay on the model. Secondly, a field newly vacated by a dairy herd must be treated with the respect it deserves. I was learning the hard way, but no bones were broken. The bug bit deep. Thereafter the pungent odour of Castrol R and methanol, intermingled with the smell of a fresh-mown field, was as the breath of life.

In riding ability and in extracting the best from a given machine there are a possible and an impossible. Somewhere between the two lies a happy medium and the search for it teaches a deal of self-discipline; but once it is found there is a fine feeling of satisfaction. The overcoming of those obstacles both mental and physical is akin to keeping one's feet up through a difficult trials section.

I rode the Beesa at only four meetings in 1952. A B25 model, it was never designed for competition work. Age, too, was against it and those outings were enough to show me its limitations, although it gave me immense fun. When the first rear-sprung Dot scramblers arrived in Dublin I was early in the queue. And so began one of the most enjoyable phases of my racing career. That Dot was an absolute joy to ride on the rough and with it I snapped up quite a few handicap events before the handicappers awakened to my sudden rise in ability.

So good was the handling, indeed, that I grew over-confident. Came my first wet meeting and, as usual, I cranked the model over on the left footrest at a fast corner. The rear wheel broke away smartly. So did I, to land on my back about 15 feet farther on, tobogganing right rapidly over the slimy surface while I vainly clawed at the ground to anchor myself. Red of face, I returned to the paddock. Far from being worried, my mother—attending her first grass-track meeting—was shaking with laughter. From then on she was asked, quite politely, to stay at home. I still had *some* dignity to maintain.

At one meeting I swapped models with a friend who owned a potent, dope-drinking B32 B.S.A. with an unsprung frame. He was immediately at home on my little Dot and went on to win four of his five races. What happened in the fifth? He, too, dug in a footrest at a fast corner and sailed over the handlebar. As for me, I found that the Beesa went like a bomb. But at the

end of a high-speed straight there was a drainage ditch, a horrible, evil-smelling thing. On each lap I drifted nearer, ever nearer to the ditch until the inevitable happened. Suddenly the machine took charge and we parted on bad terms and, while the model lay roaring its head off on the bank above the ditch, I went on to plough a lone and smelly furrow. The memory haunts me yet.

That incident temporarily damped my appetite for a really quick device. But eventually I could hold out no longer against the sheer satisfaction, the utter thrill of straddling a really potent machine. Longing overcame impecuniosity and I became the owner of a six-month-old hybrid. Into a shortened Norton featherbed frame had been levered a 344 c.c. J.A.P. engine.

Excitement in plenty was promised and the promise was well fulfilled. The J.A.P. introduced me to high-speed motoring on grass both dry and ever so wet. Very early on I discovered that the long hours spent in preparing the model could be almost as enjoyable as reaping the fruits of such labour in a race. Certainly those hours in the workshop paid off, for in four whole seasons of racing the J.A.P. never gave the slightest bother apart from oiling the odd plug or two, and what of that? Old Reliable itself it was after being!

Perhaps the greatest fun of all in racing comes from the opportunity to joust with a fellow mortal on a similar steed. For a few brief moments the whole world is compressed into a bitter struggle to vanquish the man in front or to stay ahead of that impertinent upstart trying to squeeze past. And if there is an ultimate joy it is the challenge of battle from the man who, away from the track, may be your closest pal. But let him throw a leg across his model and he becomes a cold, calculating machine bent on vanquishing you. It is much more than just another dice; it is a matter of personal honour, each striving with might and main to prove his superiority. Woe betide the loser, for he must suffer much leg pulling and good-humoured taunting until the next encounter—and then, perhaps, the tables may be turned.

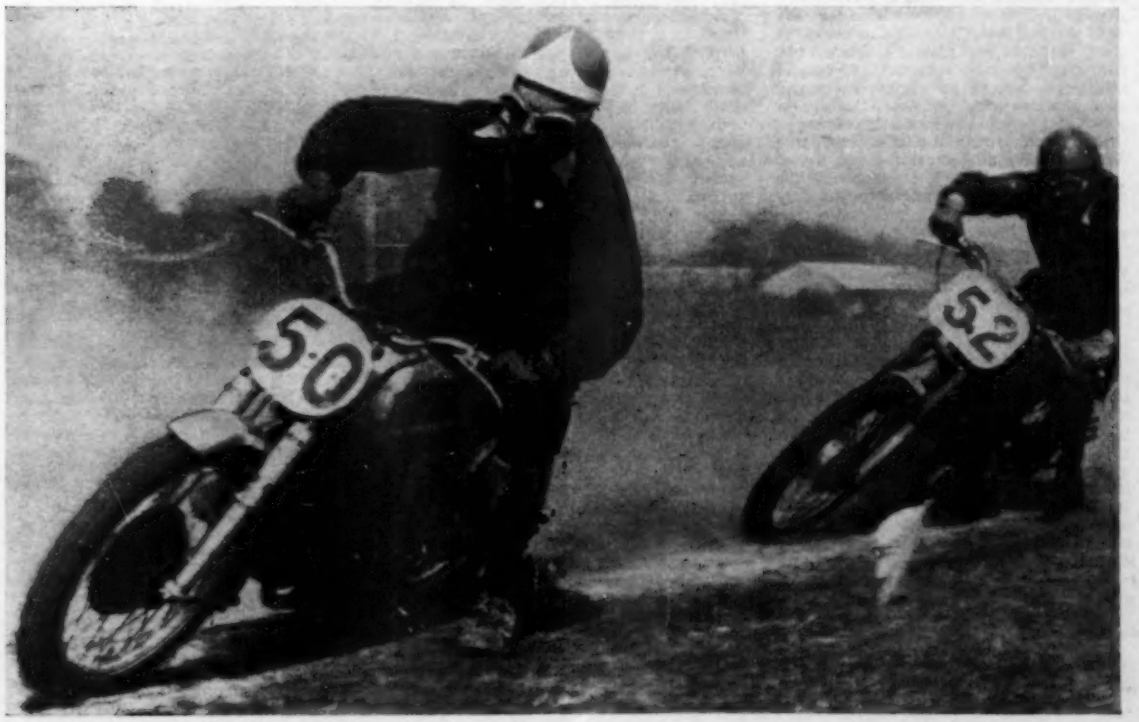
Some of my most memorable, most ego-boosting rides came through entering the three-fifty J.A.P. in the 500 c.c. and unlimited c.c. classes. There is the knowledge that right from the start you are backing the odds and, consequently you tend to ride just that little bit harder. Baiting the bigger machines with a three-fifty is the best of sport and—who knows—with much cunning and a deal of good fortune you might even pull off a win. It happened twice in my case but just how much of the success was due to craft and how much to luck I am not prepared to say.

If time were my own and money no object, my ideal would be to indulge in equal proportions in road racing, scrambling and speedway racing (much as Olle Nygren does). But to my mind grass-track racing demands the best qualities of each branch of the sport and combines them in a satisfying mixture. And the lessons learnt on the farmer's meadow can prove invaluable in ordinary day-to-day riding: in particular, the confidence and ability to cope with tricky surfaces.

Out on the track a man's inner character comes to the surface and is displayed in his riding methods. But it is pleasant to recollect that, in six seasons' racing, only once have I been really annoyed by another rider's tactics Seldom, indeed, have I seen a dispute among riders. In the Dublin area, prize money is unheard of, since gate money is generally low. We are amateurs and proud to be so, riding for the love of the game and for little or no reward. True, the cost is relatively high. I have spent upward of £65 in a single, four-month season and at that I was fortunate, with not one serious repair bill to meet. But the grass-tracker's outlook on life has always been more happy-go-lucky than, say, the road racer's.

Happy-go-luckiness is, after all, the whole key to the sport. Let others bestow their affections on the scramblers or road racers. My heart will ever be with the grass-track gang with whom I raced all over Ireland, a close-knit community in which everyone knows everyone else. As happy a crowd as you could meet in a long day's ride, my chief rivals were also my personal friends and we would travel everywhere together, sharing transport and expenses. Yet once the starting flag had fallen we would fight out each race to the limit, neither giving nor expecting any quarter. And isn't that life as it is meant to be lived?

All the thrill of the chase: David Dixon on his 344 c.c. Norton-J.A.P. holds off a close friend, Mervyn Hayes (499 Royal Enfield)



Is Your

Above: The first step in using duplex transfers—coating them with clear varnish

Above: The next stage—turning over the backing paper before removing it altogether. Below: Holding a wet cloth against the tissue to dilute the gum. Plenty of water should be used

Below: The paper is released preparatory to pulling away the tissue

Registration Plates Can Make or Mar a Machine's Appearance

By BOB CURRIE

SURPRISING the difference an hour or two of sheer hard work can make to the appearance of even the shabbiest of machines. A lick of paint, a few new parts here and there and much play with the polishing rag. And what about those registration plates? Amateurish painting, chipped characters or peeling transfers detract from the appearance of any motor cycle. In the line-up of polished secondhands in any showroom it is usually those with the neat, trim number plates that first catch the eye.

If your number plates are tatty the simplest remedy is to apply new transfers costing a few pence each from an accessory store. But though seemingly a straightforward little printing job, there is more in a transfer than is generally realized. That dead-white lettering, for instance, is not paint but a special printing ink; and the transfer may have been passed through the printing press three or four times before the ink has been built up to the required density. The orthodox transfer is printed on duplex paper—thin tissue backed by a card. In the first stage of manufacture the tissue is coated with gum after which, in lithographic printing, a single sheet containing up to a gross of letters and numbers is passed through the press several times. The printed figures are sprayed with a bronze powder to ensure that each is opaque (sometimes this operation is omitted) and the whole sheet is finally passed through the press once again, this time face uppermost, so that the guiding outlines can be printed on the backing card.

More commonly used for club or similar badges than for registration letters, the waterslide type of transfer is produced by a silk-screen process in which a thick layer of ink is forced through a screen which has been chemically treated in certain parts to form a type of stencil. The backing paper is of single thickness.

Advice on using the normal duplex transfers is offered by George Gordon, a keen clubman employed in one of the largest transfer-printing factories in the country. First, says George, the process should never be hurried, or you are likely to be disappointed with the result. The plates must have the old lettering scraped off, be free from grease, and a flat, even surface of glossy cellulose should be applied.

Step No. 1 is to coat the letters and numerals of the transfers with a thin, clear varnish, which should be allowed to become almost dry before the next stage is tackled. Meanwhile the top corner of each backing paper should be ruffled between the finger and thumb until the tissue begins to separate from the card when, say, ¼in of card can be turned back so that it can be ripped away readily later on.

When the varnish is sufficiently tacky the transfers can be spaced out neatly on the plate, using the outlines printed on the reverse of the backing paper as a guide. Press hard, then rip away the card leaving the tissue still attached to the printed characters and, finally, rub each character with the fingertip to ensure that it has a firm, all-over contact with the plate. And there the job should be left for several hours—overnight, for preference.

A rag, well soaked in water, is held against each backing tissue so that the coating of gum on the underside is diluted and the paper is released from the printing ink. The tissue can then be pulled away, leaving the characters in position—but sufficient water must be used, other-

Number Up—Neatly?

Three stages in the application of waterslide transfers. The first shot shows the transfers in position and the second shows the tissue being gently lifted clear. On the right the number plate is being given a final coat of clear varnish

wise some of the ink may stick to the tissue instead of to the plate. If all is well, wash the plate thoroughly to remove all traces of the fixing gum for should any remain it could cause the edges of the lettering to curl, leaving a ragged appearance. As a finishing touch, and to give long life, the plate should be given a single coat of clear varnish.

Waterslide transfers are more simple to use but may be less permanent. As the name suggests, the complete transfer is first immersed in water to separate the printed lettering from the backing. Printed side uppermost, the paper is then placed adjacent to the intended position of the character, which can then slide sideways off the paper and on to the plate. Press firmly with a damp rag to exclude air bubbles and the job is done—all bar the clear-varnish coat as for duplex transfers.

But perhaps you prefer hand lettering? Certainly, plates prepared in this manner have a distinctive appearance provided the work is well done. Trials star Roy Peplow, a signwriter by trade, suggests that hand painting should be left to a professional, who will charge no more than five or six shillings for his services. Still determined to be a do-it-yourself man? Then, says Roy, don't hope to make do with a single coat of white enamel for the characters. Far better to apply two thinner coats of "writer's white," which can be bought at most quality paint shops. The professional signwriter chooses his brushes with care, and Roy's own liking is for a sable "pencil" with a squared-off rather than a pointed end, as it is easier to control and produces a neater letter. After use, each of his brushes is washed thoroughly in turpentine, then lightly coated in grease to preserve the bristles.

Before the work is started the plates should be removed from the machine and laid flat on a table or workbench. Guide lines in chalk help to preserve good alignment of the characters, which, also, should be sketched in lightly with chalk to determine the correct spacing. The chalk lines, of course, are easily rubbed off once the paint has dried.

Considerably more expensive than either transfers or hand painting are registration plates of embossed light alloy, or with raised plastic characters, but it cannot be denied that the effect of such plates is pleasing. Furthermore, maintenance is negligible, amounting to no more than an occasional polish of the raised alloy letters, or a wipe of the plastic-type lettering with a damp cloth.

Respective costs are about 17s 6d for the embossed plates and £1 1s for the plastic-letter type, the prices varying a little according to the make chosen; each set comprises two front plates and one rear, and the front plates may be riveted to the front mudguard valances or fixed, back to back, with the existing blade-type plate sandwiched between them. Usually, the embossed plates are ordered through an accessory supplier, payment being made on placing the order; the plates then arrive by post.

For the raised-letter plates, however, some of the larger motor-cycle traders now have equipment for producing them to order while you wait. Stocks of blank plates and letters and digits are held, and on an order being received a plate is selected, given a thin coat of grease, and a paper template is fixed in place. The template is printed with guide markings which ensure correct spacing of the characters, and, according to the letters and numbers required, suitable fixing holes are punched through the plate with a hand-operated press. The plastic characters are each provided with rearward-projecting pegs which are then passed through the punched holes in the plate.

For the front number plates, which have smaller characters, the pegs are secured very simply; the material is thermo-setting, which means that it melts on the application of heat, and so a soldering iron applied to each peg causes the material to soften, after which it can be "riveted" and allowed to cool. The pegs of the larger, rear-plate characters are secured by dished, serrated washers applied by using a hollow tool in the hand press.

Transfers, hand-painting, light-alloy or raised-letter plates; the choice is yours. But whatever decision you may come to, have a look at that rear registration plate on the model. If the machine was made before 1952, it is probable that the plate has a small-diameter, circular lamp; this seems as good an opportunity as any to modernize the rear by fitting a new plate, and with it one of the new-type rear lights which incorporate an inbuilt reflector.

Learner Training

THE ten years' history of the R.A.C.-A.C.U. Training Scheme was reviewed last week. Given below is a list covering all clubs and schools operating the scheme up and down the country. Courses comprise 24 sessions and the curriculum embraces engine theory, practical maintenance and overhaul as well as riding and roadcraft. The cost of a series of lessons is in the region of £1 16s. At the end of each course trainees undergo a proficiency test every bit as severe as the Ministry of Transport test. Successful graduates have nothing to fear from the official test.

Engine instruction, theoretical and practical, is usually held during an evening and riding instruction on Saturday afternoons and Sunday mornings. A postcard to any training organizer will bring you the dates on which courses are run. And, of course, information on forthcoming courses is given on the news pages of *The Motor Cycle* nearly every week.

Impressive display: mounted on the board are the badges of nearly every club or school operating the training scheme

Aldershot (Aldershot Training School).—P. Squires, 282, Frimley Road, Camberley, Surrey.

Birmingham (South Birmingham M.C.C.).—R. Eschborn, 18, Norton View, Grove Road, Kings Heath, Birmingham, 14. (Pype Hayes Training School).—J. E. Gill, 282, Slade Road, Erdington, Birmingham, 23.

Bolton (Bolton M.C.C.).—J. Ratcliffe, 219, Ashworth Lane, Astley Bridge, Bolton, Lancs.

Brentford (Brentford M.C.C.).—C. R. Dobney, 287, Boston Manor Road, Brentford, Middlesex.

Brighton (Bar-None M.C.C.).—G. Harman, 85a, Western Road, Hove, Sussex.

Bristol.—D. Tritton, 94, Durban Road, Patchway, Glos.

Cambridge (Cambridge Centaur M.C.C.).—R. Clark, 181, Sturton Street, Cambridge.

Cardiff (Cardiff Eagle M.C.C.).—J. F. Collishaw, 20, Heathfield Road, Gabalfa, Cardiff.

Carshalton (Carshalton M.C.C.).—C. E. Matten, 23, Edgehill Road, Mitcham, Surrey.

Chelmsford (Chelmsford T.S.).—W. A. S. White, Warden, Rainsford Youth Centre, Rainsford Secondary Schools, Fox Crescent, Chelmsford, Essex.

Chippenham (Wilts Border M.C. and L.C.C.).—M. Hawkins, 15, Notton Park, Laycock, near Chippenham, Wilts.

Coventry (Antelope M.C.C.).—E. E. Howard, 16, Balliol Road, Wyken, Coventry. (Coventry Road Safety).—M. J. Miles, Road Safety Officer, Council House, Coventry.

Crystal Palace (Crystal Palace Training School).—H. E. Kite, 50a, Kneller Road, Brockley, London, S.E.4.

Derby (Derby Phœnix M.C.C.).—R. Smith, 20, Wilin Street, Derby.

Doncaster (Doncaster M.C.).—M. W. Francis, 31, St. Agnes Road, Belle Vue, Doncaster.

Edinburgh (Edinburgh St. George M.C.).—R. Hardie, 13, Caledonian Place, Edinburgh, 11.

Exeter (West of England M.C.).—R. P. Walford, Clovelly House, Bovey Tracey, Devon.

Folkestone (Folkestone M.C.C.).—C. S. Samuels, 20, Cheriton Road, Folkestone, Kent.

Glasgow (Glasgow Speedway M.C.).—J. Cuthbert, 31, Rannoch Street, Glasgow, S.4.

Greenford (West Ealing M.C.C.).—F. E. Gardner, 16, Kings Avenue, Greenford, Middlesex.

Greenwich (Greenwich M.C.C.).—F. Martin, 2, Mona Road, Peckham, London, S.E.15.

Hamilton (Hamilton M.C.C.).—W. Yates, 151, Quarry Street, Hamilton, Lanarkshire.

Harringay (Harringay Training School).—J. W. Hunt, Arlow House, Arlow Road, Winchmore Hill, London, N.21.

Harrow and Wembley (Sunbeam M.C.C.).—R. Sidey, 34, Great Smith Street, London, S.W.1.

Hendon (Triumph Owners' M.C.C.).—A. E. Whatley, 16, Westfield Gardens, Kenton, Middlesex.

Hull (Hull A.C.C.).—C. Page, Club House, 18, Hutt Street, Hull.

Isle of Wight.—W. H. Smith, Sea Side, Rew Street, Gurnard, near Cowes, I.o.W.

Kingston (Kingston and D.M.C.C.).—H. Dutton, 28, Richmond Grove, Surbiton Hill, Surrey.

Leeds (South Leeds M.C.).—G. Kershaw, 41, Vesper Lane, Leeds, 5.

Liverpool (South Liverpool M.C.).—H. D. Cross, 207, Liverpool Road South, Maghull, Lancs.

Manchester (Manchester Eagle M.C.).—G. C. Ludlow, 2, Bromley Road, Brooklands, Sale, Cheshire. (Manchester Lambretta Club).—R. Foster, 25, Dennison Avenue, Manchester, 20. (Manchester 17 M.C.C.).—W. Earlam, Rose Cottage, Oversley, Styal, Wilmslow, Cheshire.

Middlesbrough (Middlesbrough and D.M.C.).—J. Graham, 15, Benton Road, Middlesbrough.

Newcastle (Newcastle and D.M.C.).—G. A. Graham, 2, Ancaster Avenue, Longbenton, Newcastle on Tyne, 12.

Newport (Newport and Gwent M.C.).—H. E. Roberts, 106, Shaftesbury Street, Newport, Monmouthshire.

Nottingham (Nottingham and D.M.C.C.).—K. Leek, 158, Basford Road, Old Basford, Nottingham.

Oxford (Oxford Ixion M.C.).—H. J. Wall, 33, Helen Road, Botley, Oxford.

Pontllanfraith (Pontllanfraith A.C.).—C. Addis, 18, Sir Ivers Road, Pontllanfraith, Monmouthshire.

Poole (X.H.G. Tiger M.C.C.).—R. Hewitt, 28, Cheddington Road, Bournemouth, Hants.

Portsmouth (Waterlooville M.C.C.).—G. Domoney, 164, Francis Avenue, Southsea, Hants.

Preston (Preston and D.M.C.).—J. Pedder, 48, Stocks Road, Preston, Lancs.

Reading (South Reading M.C.C.).—P. Lee, 13, Shirley Avenue, Reading, Berks.

Redhill (Reigate and Redhill M.C.C.).—J. Cockshott, 45, Prince Albert Square, Redhill, Surrey.

Rochdale (Rochdale and D.M.C.).—J. Hargreaves, 205, Milnrow Road, Rochdale, Lancs.

Rochester (Rochester, Chatham and D.M.C.).—R. N. McKenzie, 21, Warden Road, Rochester, Kent.

Royton (Royton A.T.C. M.C.C.).—H. Kenworthy, 31, Fernleyfield Road, Chadderton, Oldham, Lancs.

Scarborough (Scarborough and D.M.C.).—J. Claxton, 1, Westover Road, Scarborough, Yorks.

Shepherds Bush (White City Training School).—J. Adams, 66, Winchfield House, Highcliffe Drive, Roehampton, London, S.W.15. (East Acton and D.M.C.C.).—D. Schwartz, 112, Lancaster Road, Notting Hill, London, W.11.

Slough (Farnham Royal M.C.C.).—B. Coleshill, 2, Berry Field, Wexham Port, Slough, Bucks.

Southampton (Southampton and D.M.C.C.).—W. F. Tardivel, 35, Oakbank Road, Southampton, Hants.

Southend (Southend and D.M.C.C.).—R. E. Newham, 20, Snakes Lane, Southend, Essex.

Spenborough (Spen Valley M.C.C.).—J. H. Fenton, Low Royd, Low Moor, Bradford, Yorks.

Stoke on Trent (Potteries Clarion M.C.).—J. Brandall, 123, Harpfield Road, Trent Vale, Stoke on Trent, Staffs.

Stretford (Stretford M.C.).—B. N. Holmes, Flat 4, 1, Oakfield, Sale, Cheshire.

Swinton (Swinton and D.M.C.).—H. Rhodes, 118, Rake Lane, Clifton, near Manchester.

Walthamstow (Wolves M.C.C.).—D. King, 6a, Stanhope Road, Walthamstow, London, E.17.

Watford (Watford Joint Training School).—Mrs. P. L. Bass, The Bungalow, Rucklers Lane, Kings Langley, Herts.

Wellingborough (Wellingborough M.C.).—W. Ruddlesdin, 42, Northampton Road, Wellingborough, Northants.

Willesden (Cricklewood M.C.C.).—V. J. Watts, 52, Thames Avenue, Greenford, Middlesex.

Wimbledon (Wimbledon and D.M.C.C.).—R. W. Brown, 25, Clycena Road, Battersea, London, S.W.11.

Wolverhampton (Wolverhampton and D.M.C.C.).—H. Healey, 138, Fairview Road, Penn, Wolverhampton.

Wrexham (Wrexham M.C.).—W. H. Gittins, 21, Heol-y-Plas, Cefn Mawr, Wrexham, Denbighshire.

Adventures Awheel

Death of Contributor to "The Motor Cycle"

MOTOR cycling lost one of its pioneer long-range tourists when Commander Oswald Frewen died on December 7. Born in 1887 he was a first cousin of Sir Winston Churchill, and led an active and adventurous career in the Royal Navy during both wars. At heart he was a pioneer and exploration always held a fascination for him.

After the first world war he began to contribute articles to *The Motor Cycle*; the themes were usually his travels on "Satanella," his land yacht, as he called it, which was a 1922 799 c.c. side-valve A.J.S. vee-twin and sidecar. In 1924, with his sister Mrs. Sheridan, he set off on a trip to most of the European countries, including Russia and the Near East. Other "long vacations" took him beyond the Arctic Circle and south of the Sahara and produced the experiences for vivid articles in our columns.

Commander Frewen was a man of many interests; apart from being a sailor, he was a barrister, a naturalist and a landscape gardener, as well as a writer of considerable ability.

A picture taken in 1924 at Ekaterinoslav on the Dnieper when Commander Frewen was on his trip to Russia. The A.J.S. outfit is a 799 c.c. vee-twin

New Rates

GOOD news for riders of mopeds was announced by Silver City Airways last week. Machines of under 100 c.c. are now classed as pedal cycles and the cross-Channel fare from Lydd to Le Touquet or Calais is only 2s 6d even during peak travel periods. Charges for solo motor cycles and scooters remain unchanged—£1 if under 250 c.c. and £2 if larger, with an excess of £1 in both instances on peak days. Rates for sidecar outfits and three-wheelers, however, have been increased by 10s to £3 10s—the same as for a small car—and the excess is £1 10s during peak periods.

Fares on other Silver City routes (Lydd to Ostend, Southampton to Cherbourg and Deauville) have been adjusted in approximately the same proportions. Full details can be obtained from Silver City House, 62, Brompton Road, London, S.W.3.

Before Christmas

OUR Christmas Number dated December 25 will be on sale a day or so early so that you can get it before the holiday. Please, therefore, remember to call at your newsagents for your copy not later than Christmas Eve, December 24.

We offer you a varied selection of special festive articles: a thrilling story by Mike Corston about a 100-mile dash on the road with a racing machine; a mystery tour that will test your knowledge of the countryside and motor-cycle facts; a cross-word puzzle; a lighthearted contribution by Bob Currie; special cartoons by Phil Colman. Among the popular regular features, Vic Willoughby gives practical advice on braking.

Other News

UNDER a new trade agreement a limited number of British machines are being imported by Czechoslovakia and a £20,000 order has been secured by Nortons for the supply of 490 c.c. ES2 models. The machines will be delivered by March. Apart from a few Manx racing models no normal production Nortons have been sold to Czechoslovakia for more than ten years.

REGULATIONS are available for the Neath Club's national St. David's Trial (January 10). Entries close December 27. Secretary is Alex Chapman, 11, Hibbert Road, Neath, Glam.

THE club for B.S.A. owners being formed by E. G. Davies, 11, Rathcoole Avenue, Hornsey, London, N.8, as announced in *The Motor Cycle* for December 4, is only for owners of B.S.A. three-wheelers.

READERS' CORNER.—*Instruction Books Wanted.*—J. A. H. (Wakefield): for a 1957 150 c.c. James Cadet. D. C. (Scotland): for a W.D. SE6 Triumph. *Back Numbers Wanted.*—H. H. (Beverley): 6 September 1945.

TO counter rumours, the Protective Headwear Manufacturers' Association states categorically that the British Standards Institution specification 2001/56 with which all civilian safety helmets must comply is not to be superseded in the near future.

PRICE of the U.S.-style Cromwell helmet for racing, announced in *The Motor Cycle* for December 4, is £4 15s. Marketed also under the Aviakit trade mark, the helmet is available with either a quick-release nylon buckle or press-stud fastening.

AS mentioned by "Ixion" in last week's issue, the first advance test for a motor cyclist by the Car and Motor Cycle Drivers' Association took place on Monday, December 8. The candidate was B. J. Platt, of Islington, who drove an old Matchless sidecar outfit as many readers will have seen in the television news feature. Mr. Platt's final marking was 58 per cent covering a written paper as well as the practical tests and was not high enough for the Silver Star award. He proposes to take the test again in six months' time.

MORE than 110,000 visitors had called at the Montagu Motor Museum in the first ten months of this year, and it has, therefore, been decided to keep the museum open throughout the winter months. Visitors are welcome every day except Saturday afternoons and Sunday mornings, and are asked to ring a special bell fixed at the box-office. Opening times are 11.30 a.m. to 1 p.m. and 2 to 4 p.m. Palace House itself is open only on Sunday afternoons. The official opening of the extension of the museum, by Lord Brabazon of Tara, will take place on Sunday, April 5, instead of March 22 as originally announced.

ONCE again, in conjunction with Bertram Mills' Circus, our associated weekly journal *Amateur Photographer* is holding its competition for the best photographs taken at a performance during the coming season. Six cash prizes are to be awarded for the winning monochrome entries, with a first prize of 25 guineas, and three prizes will also be given for the best colour entries. Use of cine-cameras or flash is banned at the circus. Closing date for the competition is February 12 and entries should be sent to the Editor, *Amateur Photographer*, Dorset House, Stamford Street, London, S.E.1.

IMPORTANT EVENTS

Saturday, December 20.—Dublin: Griffith Trial, Lamb Doyles, 2.30 p.m.

Sunday, December 21.—Kent: Southern Experts' Trial, Pembury, three miles south-east of Tonbridge, 10 a.m. **Yorkshire:** Scramble, Bentley Springs, 1.15 p.m. **Devonshire:** Christmas Trial, Kingsbridge Road Hotel, Wrangaton, on the main Exeter road, 11 a.m. **Lancashire:** Trial, Dunham Hill Service Station, Dunham Hill, on the Warrington-Chester road (A56), 11 a.m. **Buckinghamshire:** Home Guard Cup Trial, The Squirrel, Penn Street, three miles west of Amersham, 10.30 a.m. **Essex:** Trial, White Horse, Norton Heath, near Ingatestone, on the Ongar-Chelmsford road (A122), 11 a.m. **Wiltshire:** Peter Radwell Trial, Fox Inn, Ansty, between Sturminster and Dorchester, 11.30 a.m. **Cornwall:** Piskey Trial, Mid-Cornwall Garage, Bodmin, noon. **Leicestershire:** Roadman Trial, lay-by on the Kibworth-Market Harborough road (A6) 1½ miles from Kibworth, 10.30 a.m. **Glamorganshire:** Trial, Memorial Hall, Barry, 11 a.m.

Boxing Day, December 26.—Cheshire: Oulton Park Scramble, Tarporley, noon. **Cornwall:** Traders' Trophy Trial, Globe Hotel, Penryn, 1.30 p.m. **Surrey:** Boxing Day Scramble, Tunnel Hill, Pirbright, 11 a.m. **Wiltshire:** Starred Trial, Old Inn, Minety, Malmesbury, 10.30 a.m. **Warwickshire:** Aston Auto Cup Trial, Royal Oak, Hockley Heath, on the main Stratford-Birmingham road, 10 a.m. **Hampshire:** Boxing Day Scramble, Trafalgar Farm, Portsdown Hill, near Portsmouth, noon. **Lancashire:** Quarry Trial, Parbold Quarry, Wigan, 11.30 a.m. **Yorkshire:** Trial, Thornhill Farm, Chopgate, Bilsdale, 10.30 a.m. **Dublin:** Boxing Day Trial, The Slade, Crooksling, 11.30 a.m. **Cheshire:** Trial, Brushes Farm, Stalybridge, 11 a.m.

Saturday, December 27.—Kent: Scramble, Canada Heights, Button Street, Swanley, 11.30 a.m. **Warwickshire:** Paybody Scramble, Hawkesbury Farm, Exhall, near Coventry, noon.

Sunday, December 28.—Surrey: Windlesham Trial, Tunnel, Frith and Normandy hills area, 10 a.m. **Kent:** Double Five Moto-Cross, near Jewels Hill, three minutes' ride from Biggin Hill airfield, noon. **Cornwall:** St. Buryan Enduro Trial, Toldavas Farm, St. Buryan, Penzance, 2 p.m. **Berkshire:** Southern Centre Team Trial, Sam Baker's Farm, Mortimer, 11 a.m. **Cheshire:** St. David's Trial, Red Dragon Service Station (A55), Saltney, near Chester, 10.30 a.m.

★ CLUB NEWS ★

ALPERTON and Wembley.—December 19: Christmas party (Swan, 8.30). 21: Run (Ace, 10.30). **A.M.C. Owners** (Bristol).—December 18: Natter night (Rising Sun, 7.15). (Essex).—December 18: Slide show (H.Q.). **Avon Valley.**—December 19: Dinner and dance (Sun Hotel, Strathaven, 7.30). 24: Twenty questions (H.Q., 7.30).

Barnet.—December 18: Photography lecture (H.Q., 8). **Blackmore Vale.**—An international permit for Blandford on Whit Monday, May 18—that was the exciting news released by Tony Godfrey when proposing the toast to the club at the annual dinner. Delightfully informal, the function was attended by 150 members and guests. Among those present were well-known competitors from every branch of the sport. The awards were presented by the president's mother, Mrs. Farquharson. Dancing and games brought a lively and enjoyable evening to a close at 2 a.m. **British Two-Stroke.**—December 21: Southern Experts' Trial (Aero Café, Poll Hill, near Sevenoaks, 9).

Crystal Palace.—December 20: Dinner and dance (Norwood Hotel, West Norwood, 7). **Derby Phœnix.**—December 22: Party (Osmaston Park Hotel, 8). **Devonport.**—December 19: Party (H.Q., 8). 21: Trial (Kingsbridge Road Hotel, Wrangaton, 11). **Dittons.**—December 21: Run (Hampton Court, 2).

Eltham.—December 20: Party (H.Q., 8). 21: Greenwich Maritime Museum (coffee stall, Blackheath, 2). **"58" Sidecar.**—December 19: Film show and supper (H.Q., 8). **Ford Sports.**—December 21: Passenger-ability trial (Green Tiles Café, Southend arterial road, 11). **Grove Park.**—December 21: Southern Experts' Trial (Green Man, 10).

Hanwell.—December 18: Christmas party. **Haslemere.**—December 21: Xmas Trial (Mitchell Park Farm, Northchapel, Sussex, 10.30). **Hillingdon and Uxbridge.**—December 18: Film show (Old Treaty House, 8.30). **Ilkeston.**—December 19: Party (H.Q., 7.30). **Kings Lynn.**—December 21: Meeting with Norwich Club. 22: Tombola (H.Q., 8). **Kings Norton.**—December 19: Briefing for Aston Auto Cup Trial.

L.E. Velo (London).—December 19: Club night (Chevrons Club, Dorset Square, 8). (Manchester).—December 21: Lunch (The Café, Somerford, 1). (Merseyside).—December 21: North Wales (Tunnel, Birkenhead exit, 10). **Leatherhead.**—December 18: Party and presentation night (H.Q., 8). 21: Southern Experts' Trial (Epsom Clock Tower, 9). **Leavesden.**—December 22: Club night (Three Horseshoes, 8). **London Douglas.**—December 21: Run (Glanfield Lawrence, 2). **London Scooter.**—December 19: Dance (White Lion Hotel, Putney, 8). 21: Frensham Ponds (Blue Cockatoo, 9.45 and Henlys' Corner, 10.15). **London Touring.**—December 21: Run (Fox and Nicholl, 10).

Louth.—A happy party of members and friends captured the Yuletide atmosphere early when they enjoyed turkey and Christmas pudding at the annual dinner on December 5. The president, sidecar racing man Jack Beeton, could hardly be seen behind the large array of trophies, most of which, of course, were won at Cadwell Park. Rounds of applause greeted George Catlin who has been so successful at Cadwell this year. The evening was rounded off by a midnight film show.

Maidstone Aces.—December 18: Club night (King's Arms, Boxley, 7.30); prospective members invited. A new committee has been elected. Secretary: D. B. Jones, 47, Hillary Road, Maidstone, Kent. **Manchester Ace.**—December 21: Run (Great Bridgewater Street, 10.30). 22: Club night (H.Q., 7.30). **Manchester Eagle.**—December 21: Peckforton Gap (Princess Parkway, 11). **Manchester Vagabond.**—December 21: Hatchmere (Gateway Hotel, East Didsbury, 10.30). **Manor.**—December 21: Sporting event (H.Q., 10.30). 22: Natter night. **Mid-Herts.**—The annual dinner and dance, held on December 5 at Hatfield, was attended by nearly 70 members and friends with the president, Eric Kennard, in the chair. Brian Johnson replied to the president's toast to the club and Dave Whittingham's toast to the ladies and guests was responded to by Jill Kitchen. **Middlesbrough.**—December 18: Christmas draw (H.Q., 9). 20: Children's party (H.Q., 3.30). **Moat' Christie.**—December 21: Social (Woodbine, 6).

Norwood.—December 21: Southern Experts' Trial (Crystal Palace Parade, 9). 24: Christmas Eve (H.Q.). **Nottingham.**—December 21: Championship Trial (Leapool, 9). 24: Tombola (8.30). **Nottingham Tornado.**—December 21: Run (Beechdale Hotel, 10.45). 24: Club night (Beechdale Hotel).

Panther Owners.—December 21: Epping Forest (Crooked Billet, 10). **Pendennis.**—December 19: Briefing for Traders' Trophy Trial (H.Q., 8). **Pennine Range.**—December 21: Preston By-pass (Conservative Club, 10.30). **Plymouth Touring.**—December 18: Fancy-dress party (H.Q., 7.30).

Reading All-scooter.—December 23: Club night (River Club, 8). **Richmond.**—December 20: Social (Operatic Hall, 7.30). **Ringwood.**—December 23: Club night (Burley, 8). **Royal Enfield Owners.**—December 19: Party (H.Q., 7.30). 21: Southern Experts' Trial (St. Paul's, 8 and Lewisham Clock Tower, 8.30). **Rudge Enthusiasts.**—December 21: Meeting (Hoop and Grapes, 7.30). **Rugby.**—December 21: Practice Trial (Blue Boar, 10.15).

Saints.—December 18: Club night (St. Andrew's Boys' Club, 8). **St. Albans.**—December 23: Party (Camp Hotel, 8). **Sidcup.**—December 21: Working party (Perry Street lights, 9.40 and scrambles course, 10). **Slough.**—December 18: Club night (41, Albert Street, 8). **Somerton.**—December 23: Natter night (Red Lion, 8). **South Liverpool.**—December 21: Denbighshire (Tunnel, 10). **Southern Sporting.**—December 24: Weight lifting (H.Q., 8). **Southern Triumph Riders.**—December 19: Natter night (H.Q., 8.30). **Surrey Sidecar.**—December 21: Southern Experts' Trial (Godstone Green, 9).

Southampton.—Speaking at the dinner on December 10, A.C.U. vice-president Vic Anstice said that now manufacturers had largely lost interest, racing relied to an even greater extent than in the past on clubs such as Southampton which continued to organize outstanding meetings. He went on to deplore the fact that when the F.I.M. was anxious to get Formula 1 racing started, manufacturers who produced eligible machines were apparently unwilling to register them so that riders could take part. Mr. Anstice was proposing the toast to the club; in reply, the secretary, Neville Goss, stressed the good work put in by a large band of helpers who assisted at all events. Among the year's activities he highlighted the Television Scramble at Beaulieu, the first to be telecast by the new Southern I.T.V. service, and the Thruxton 500-Mile Race which promised to become one of the most important national races in the calendar. Other speakers were Lord Montagu, Harry Louis (Editor, *The Motor Cycle*) and the chairman, Stan Henwood. Awards were presented by Mrs. Louis. One of the biggest ovations was for Tony Godfrey, winner of the A.C.U. 500 c.c. Road-racing Star in his first full season of riding a machine of that capacity. Among the 200-odd attending were the president, Alec Bennett, and Mrs. Bennett, and about 30 members of the industry and trade.

Testerdea.—December 21: Southern Experts' Trial (Pembury, 10). 23: Committee meeting and club night (Eight Bells, 7 and 8). **Thornton-Cleveleys.**—Guests of honour at the annual dinner and dance were the chairman of the Thornton-Cleveleys Council, Mr. Simpson, his wife and Mr. and Mrs. Cox of Thornton, who have done so much for the club in the past. In all there were no fewer than 68 guests. Trophies were presented by Mrs. Cox. After dinner there were games and dancing until after midnight.

Trade Winds.—December 21: Run (Horse and Groom, 2). **Triumph Owners** (Epping Forest).—December 23: Beetle drive (H.Q., 7.30). (Leicester).—December 20: Social (Bedford Hotel, 7.30). (North London).—December 19: Party (H.Q., 8). 20 and 21: Weekend at Surrey Crest Holiday Camp. (North-west London).—December 21: London's Christmas decorations (Ace, 2.30). 23: Party (H.Q., 7.30). (West Middlesex).—December 21: London's Christmas decorations (Osterley Station, 2.30). (Wolverhampton).—December 22: Krazy night (H.Q., 8). **Triumph Owners of North West Kent.**—December 23: Social (H.Q., 8).

Vagabonds.—December 22: Club night (Bull's Head). 24: Party (Bull's Head, 7.30). **Vickers Armstrongs.**—December 19: Dance (H.Q., 7.30). **Vincent H.R.D. Owners** (Cambridge).—December 18: Club night (Trinity Foot). (Derby).—December 18: Club night (Osmaston Park Hotel). (Essex).—December 19: Club night (White Hart, Chelmsford). (North London).—December 20: Christmas dinner (George, Holmes Road, Kentish Town). 23: Club night (George). (Oxford).—December 19: Film show (Chequers, Horspath, 8). (Sheffield).—December 19: Party (Leavygreave Hotel, 3). (South London).—December 19: Club night (T.A. H.Q., Catford). (Southampton).—December 18: Club night (Compass Inn, Winsor). (Surrey).—December 23: Club night (Hand in Hand, Box Hill). (West London).—December 22: Club night (Ickenham Community Centre).

Wandsworth.—Among those attending the annual dinner on December 6 were the world's 500 and 350 c.c. champion John Surtees, former world's sidecar champion Eric Oliver and T.T. winner Harold Daniell. Surtees presented George Brine with a wallet and Fred Culver with an engraved plaque in recognition of their services to the club. Nearly 130 members and friends dined and others arrived to join in the dancing afterwards. **Watling Association.**—December 21: Colchester Castle (Queen of Hearts, 10).

Wessex Centre.—Some 160 members and guests attended the annual dinner and dance at the Grand Hotel, Bristol. Norman Dixon, chairman of the Auto-Cycle Union, proposed the toast to the centre. In his speech he pin-pointed the highlights of the past year and said that it had been a good one for the A.C.U. Replying, centre president, Leslie Nott, said that although it was one of the smaller centres it was by no means the least important, running as it did trials, road races and scrambles under national permits. Vic Anstice proposed the toast to the visitors. Dickie Davies of Dunlops and Bob Walsham of Avons caused much laughter when replying. Harry Croft concluded with a toast to the press. The awards were presented by Mrs. L. Nott and dancing followed.

West Essex.—December 21: Run (Cave, 9.30). 22: Open night (H.Q., 8). **West Leeds.**—December 19: Party (Primrose Hall, Armley Ridge Road, 8). 21: President's Trial (Post Hill). **West Middlesex Amateur.**—December 18: Quiz with North-East London Club (Billet, North Circular Road, Walthamstow, 8.30). 22: Committee meeting (11, Wembley Way, 7.45). **West of England.**—So large was the attendance at the 26th annual dinner in Torquay on December 4 that an overspill had to dine in an adjoining hotel and hear the speeches on a public-address system. About 270 were present—not a record but higher than average and an indication of the continued prominence of one of the most active clubs in the country. In replying to the toast to the club by A. J. Bryce, chairman F. E. G. Vigers mentioned that in the spring a second section of the R.A.C.-A.C.U. Training Scheme would be started in Newton Abbot (the section located in Exeter began operations in 1947). E. W. Ransay proposed the health of the visitors to which H. W. Louis (Editor, *The Motor Cycle*) responded. Mrs. M. L. Ramsay, president, presented the awards which brought forward popular local rider Bill Martin who received, among a remarkably large array, *The Motor Cycle* Trophy for the best solo performance in the West of England Trial last October—the silver jubilee event in the series.

Winsford.—Secretary: W. J. Granville, 73, Walnut Avenue, Weaverham, Northwich, Cheshire. **Witley.**—December 18: Fancy-dress party. 21: Southern Experts' Trial working party (Tunnel Hill, 9.30). **Wood Green.**—December 21: Southern Experts' Trial (Alexandra Palace, 9). **Woolwich.**—December 18: Party (H.Q., 8). **Yeo Vale.**—December 18: Natter night (H.Q.).

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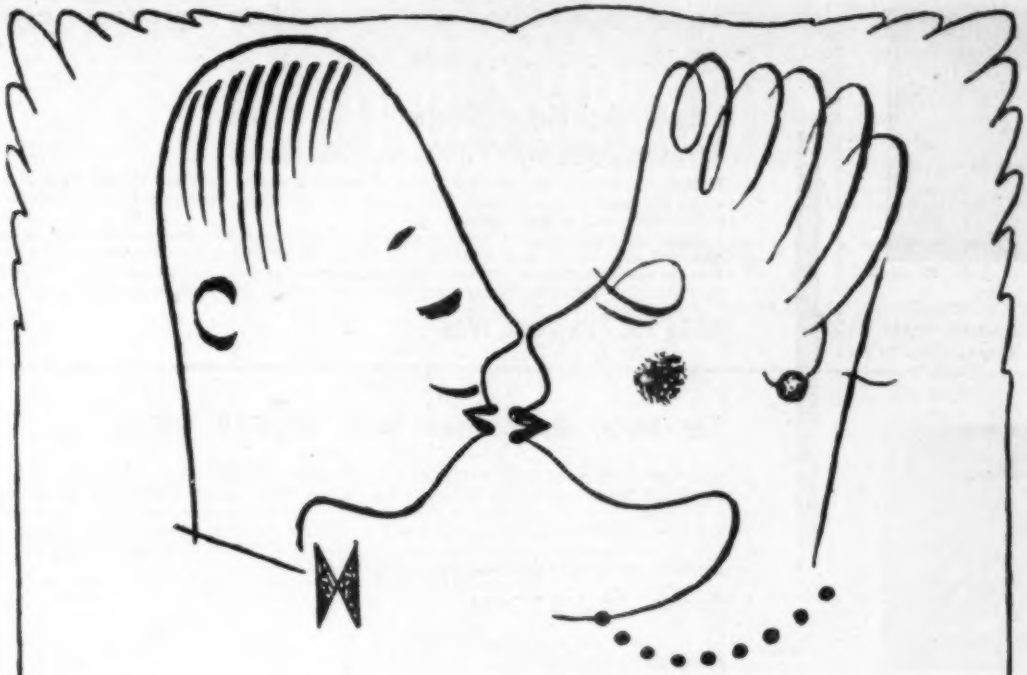

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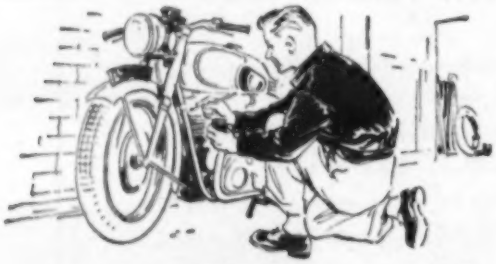

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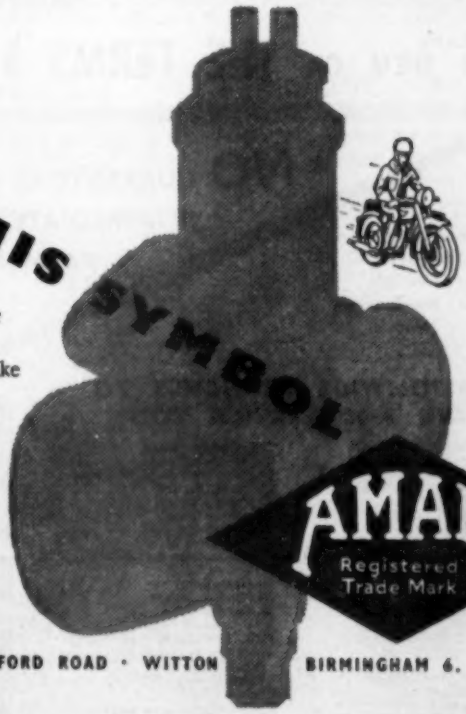

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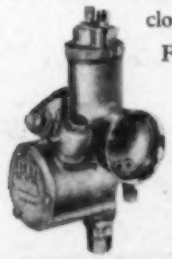

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A.J.S.

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ALL models supplied.

FREE tax and insurance with secondhand motor cycles.

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SLOCOMBES OF NEASDEN!!! for your new A.J.S., terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355 (8 lines). [C1115

WHITE & MARTIN for your new A.J.S.; part exchanges; h.p.—18, Ashfield Parade, Southgate, N.14. Pal. 1035. [C1152/R

WHITBYS OF ACTON.—New models in stock; exchanges; h.p.; spares.—263-273, Acton Vale, London, W.3. She. 5355 (Showroom); She. 6785 (Spares). [C1128/R

COMERFORDS for A.J.S., new and second-hand. 1,000 machines in stock; send for lists.—Portsmouth Rd., Thames Ditton. Emb. 5531 (6 lines). [C1006

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ROWLAND SMITH'S, the A.J.S. buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

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CLAUDE RYE urgently require all models; get our price first. H.p. accounts settled, we pay carriage.—895-921, Fulham Rd., S.W.6. Hen. 6174. [W1105/R

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GUS KUHN.—Genuine A.J.S. spares stockists.—275, Clapham Rd., S.W.9. Brixton 5604 and 9435. Prompt c.o.d. by return service. [0133/R

MARBLE ARCH MOTOR SUPPLIES, Ltd., Camberwell Green.—A.J.S. and Burman spares and service; rapid c.o.d.—Rodney 2181. [0262/R

CLAUDE RYE, Ltd.—A.J.S. spares specialists, post-war and W.D.—895-921, Fulham Rd., S.W.6. Renown 6174. [81105/R

HOE STREET GARAGE, Ltd.—Genuine A.J.S. spares; c'nter, c.o.d. trade.—414, Hoe St., W'stow, E.17. Tel. Cop. 1710. [0272

KAYS OF EALING.—The A.J.S. spare parts stockists; trade supplied; quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. [81075/R

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£25	10	Mobyletta, '57, 49 c.c. Master Moped	£4	£1 1 10
£35	10	Excelsior, '55, 98 c.c. Villiers, s/sty.	£4	£1 9 6
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£39	10	Mobymatic, '57, 49 c.c. Auto clutch	£4	£1 13 5
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£42	10	Heinkel, '58, 49 c.c Perle, spgr...	£4	£2 6 11

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£69	10	Piatti, '57, 125 c.c. spr. wheel, scrn.	£7	£3	4 0
£69	10	Mohyscooter, '57, 125 c.c. de luxe	£7	£3	4 0
£69	10	Lambretta, '55, 150 c.c. Model D..	£7	£3	4 0
£69	10	Vespa, '56, 125 c.c. de luxe model	£7	£3	4 0
£79	10	Phoenix, '57, 150 c.c. Villiers	£8	£3	13 11
£79	10	Terrot, '57, 125 c.c. de luxe, 4-spd.	£8	£3	13 11
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£99	10	Lambretta, '57, 150 c.c. LDB de l.	£10	£4	11 0
£99	10	Bella, '53, 150 c.c. de luxe model	£10	£4	11 0
£109	10	Vespa, '56, 150 c.c. Grand Sport..	£11	£5	0 4
£119	10	Lambretta, '57, 150 c.c. de luxe	£12	£5	9 4
£119	10	D.K.W. '58, 150 c.c. Villiers Dove	£12	£5	9 4
£139	10	Lambretta, '58, 150 c.c. de luxe	£14	£6	7 7
£149	10	Vespa, '58, 150 c.c. Grand Sport..	£15	£6	16 9
£150	10	Maicoletta, '57, 277 c.c. Super scr.	£16	£7	5 11

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Ariel, '49, 500 c.c. O.H.V. Red Hunter, spring frame..	£49 10
James, '56, 98 c.c. 2 speed Comet, s/arm	£49 10
B. Enfield, '53, 350 c.c. O.M.V. Model G, teles	£49 10
Triumph, '48, 350 c.c. O.H.V. 3T Twin teles., d/seat	£49 10
B.S.A., '55, 180 c.c. Model D3 Bantam Major, spgr...	£49 10
B.S.A., '53, 250 c.c. O.H.V. Model C11 de luxe, spgr...	£49 10
Douglas, '50, 350 c.c. O.H.V. Mk. V Twin, s/arm....	£49 10

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GODFREYS, Ltd.—Ambassador dealers all depots.—See display advert. [C1052/R

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29 gns.—Ambassador, 1952, 197cc Villiers, battery lighting; taxed, terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

ARIEL

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ROWLAND SMITH'S for Ariel.

NEW models in stock.

FREE tax and insurance with secondhand motor cycles.

169 gns.—Ariel twin, October, 1955, combination, matching Jet 60, exceptional.

135 gns.—Ariel twin, September, 1956, 498cc ohv Fieldmaster, windshield, legshields, very carefully used; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

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IMMEDIATE delivery 1959 Leader, choice of colours, demonstrations welcomed; all other 1959 Ariels.—Badger Garages, Blandford, Dorset. Tel. 615. [C1168

SALES & WANTS

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PRIDE & CLARKE 1500 SUPERB BARGAINS

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UP TO 36 MONTHS TO PAY

Continued from previous column

£6 DEPOSIT—84 PAYMENTS OF £2 15/-

Triumph, '54, 200 c.c. O.H.V. T.20 Tiger Cub, spgr.	£50	10
B.S.A., '49, 350 c.c. O.H.V. Model B.31 de luxe, spgr.	£50	10
Ariel, '52, 500 c.c. O.H.V. R. Hunter, spgr.	£50	10
Indian, '55, 250 c.c. S.V. Model Brave, s/arm	£50	10
R. Enfield, '52, 500 c.c. O.H.V. 2 port Model J.2, teles.	£50	10
Sunbeam, '49, 500 c.c. O.H.V. Model 80 Sports Twin, spr.	£50	10
James, '56, 150 c.c. Villiers, s/arm, spgr.	£50	10
B.S.A., '49, 500 c.c. O.H.V. Model A7 Twin, teles.	£50	10
Douglas, '51, 350 c.c. Mk. V Transverse Twin, s/arm	£50	10
B.S.A., '54, 350 c.c. O.H.V. Model C.11G de luxe, spgr.	£50	10

£7 DEPOSIT—84 PAYMENTS £3 4/-

Norton, '52, 500 c.c. O.H.V. Model ES2, spgr.	£60	10
Triumph, '55, 200 c.c. O.H.V. T.20 Tiger Cub, spgr.	£60	10
Sunbeam, '50, 500 c.c. O.H.V. S8 Sports Twin, spgr.	£60	10
James, '55, 197 c.c. Villiers Cub, s/arm	£60	10
B.S.A., '57, 150 c.c. Model D8 Bantam, s/arm	£60	10
B.S.A., '50, 500 c.c. O.H.V. A7 de luxe Twin, spgr.	£60	10

£8 DEPOSIT—84 PAYMENTS OF £3 13/11

Sunbeam, '53 500 c.c. O.H.C. S7 Luxury Twin, spgr.	£79	10
Ariel, '53, 500 c.c. O.H.V. R. Hunter Twin, spgr.	£79	10
Norton, '52, 500 c.c. O.H.V. Dominator "7" Twin, spgr.	£79	10
Guzzi, '57, 98 c.c. Super Sports Zigolo, s/arm	£79	10
Norton, '53, 500 c.c. O.H.V. Model ES2, spgr.	£79	10
B.S.A., '50, 500 c.c. O.H.V. G. Flash, spgr.	£79	10
Triumph, '50, 500 c.c. O.H.V. Tiger 100 Twin, s/hub	£79	10
Panther, '55, 250 c.c. O.H.V. de luxe 65, s/arm	£79	10
Triumph, '51, 500 c.c. O.H.V. Speed Twin, s/hub	£79	10
Sunbeam, '52, 500 c.c. O.H.C. S5 Sports Twin, spgr.	£79	10
P.-Barnett, '57, 150 c.c. Villiers, s/arm, spgr.	£79	10
Tandon, '57, 197 c.c. Villiers, s/arm, M.P. forks	£79	10

£9 DEPOSIT—84 PAYMENTS OF £4 2/-

Triumph, '51, 500 c.c. O.H.V. Tiger 100, Twin, s/hub	£89	10
Triumph, '52, 500 c.c. O.H.V. Speed Twin, s/hub	£89	10
Matchless, '52, 500 c.c. O.H.V. Model G.80 S, s/arm	£89	10
Matchless, '53, 350 c.c. O.H.V. Model G.3 LS, s/arm	£89	10
Norton, '53, 500 c.c. O.H.V. Mod. ES2, spgr.	£89	10

£10 DEPOSIT—84 PAYMENTS OF £4 11/-

B.S.A., '56, 350 c.c. O.H.V. Mod. C.12, s/arm	£99	10
Douglas, '57, 250 c.c. O.H.V. Dragonfly, s/arm	£99	10
Triumph, '53, 500 c.c. O.H.V. T/bird, s/hub	£99	10
B.S.A., '54, 350 c.c. O.H.V. Mod. B.31, de luxe, spgr.	£99	10
P.-Barnett, '57 197 c.c. Villiers Falcon, s/arm, spgr.	£99	10
Triumph, '53, 500 c.c. O.H.V. Speed Twin, s/hub	£99	10
A.J.S., '52, 500 c.c. O.H.V. Mod. 20 Twin, s/arm	£99	10
R. Enfield, '54, 700 c.c. O.H.V. Meteor Twin, s/arm	£99	10
B.S.A., '58, 175 c.c. Super Bantam, s/arm	£99	10
Sundapp, '57, 200 c.c. Model 200S, s/arm	£99	10
Panther, '57, 197 c.c. Villiers, s/arm, spgr.	£99	10
James, '57, 197 c.c. Villiers, s/arm, spgr.	£99	10

£11 DEPOSIT—84 PAYMENTS OF £5 0/4

James, '58 197 c.c. Villiers de luxe s/arm spgr.	£109	10
B.S.A., '57 250 c.c. O.H.V. Model C.12 de luxe s/arm	£109	10
A.J.S., '54 500 c.c. O.H.V. Model 16MS s/arm spgr.	£109	10
B.S.A., '52, 500 c.c. O.H.V. G. Flash, spgr.	£109	10
A.J.S., '54, 500 c.c. O.H.V. Mod. 18S, s/arm, spgr.	£109	10
B.S.A., '53, 500 c.c. O.H.V. A7 Star Sports Twin, spgr.	£109	10
Matchless, '54, 350 c.c. O.H.V. Model G.3, LS, s/arm, spr.	£109	10
B.S.A., '56 c.c. O.H.V. Model M.33 de luxe, spgr.	£109	10
R. Enfield, '57, 250 c.c. O.H.V. Clipper, s/arm, spgr.	£109	10
Panther, '54, 600 c.c. O.H.V. Mod. 100 de luxe	£109	10
Triumph, '54, 650 c.c. O.H.V. T/bird, s/hub	£109	10
B.S.A., '55, 500 c.c. O.H.V. A7 de luxe Twin, spgr.	£109	10

£12 DEPOSIT—84 PAYMENTS OF £5 9/4

Velocette, '55, 500 c.c. O.H.V. Mod. MSS, s/arm	£119	10
Matchless, '55, 500 c.c. O.H.V. Mod. G.80 S, s/arm	£119	10
B.S.A., '54, 500 c.c. O.H.V. A7 de luxe Twin, s/arm	£119	10
Triumph, '55, 200 c.c. O.H.V. T.20 Tiger Cub, s/arm	£119	10
Norton, '55, 500 c.c. O.H.V. Mod. ES2, s/arm	£119	10
A.J.S., '55, 350 c.c. O.H.V. Mod. 16MS, s/arm, spgr.	£119	10
B.S.A., '53, 650 c.c. O.H.V. G. Flash, spgr.	£119	10
Ariel, '53, 1,000 c.c. O.H.V. Mk. II, Sq. 4, spgr.	£119	10
A.J.S., '55, 500 c.c. O.H.V. Model 18S, s/arm, spgr.	£119	10

£13 DEPOSIT—84 PAYMENTS OF £5 18/6

Ariel, '56, 350 c.c. O.H.V. R. Hunter, s/arm	£129	10
R. Enfield, '58, 500 c.c. O.H.V. Bullet, s/arm	£129	10

£14 DEPOSIT—84 PAYMENTS OF £6 7/7

Triumph, '54, 500 c.c. O.H.V. Tiger 100, Twin, s/arm	£139	10
Matchless, '56, 350 c.c. O.H.V. Model G.3, s/arm	£139	10
B.S.A., '56, 500 c.c. O.H.V. B.33 de luxe, s/arm	£139	10
Velocette, '56, 500 c.c. O.H.V. Model MAC, s/arm	£139	10

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ARIEL

1956 Ariel 350cc Red Hunter, 16,000 miles, dual seat; £159/10.—Tot. 0353-4. [8914

ARCHER OF ALDERSHOT for Ariel, etc., spares and service.—Victoria Rd. Tel. 325. [0362/R

SLOCOMBES OF NEASDEN!!! for your new Ariel; terms and exchanges.—259-271, Neasden Lane, N.W.10. Gladstone 3555 (8 lines). [C1115

COMERFORDS for Ariel and 1,000 other machines; lowest possible h.p. rates.—Portsmouth Rd., Thames Ditton. [C1006

1959 Ariel Leader 250, under 400 miles, as new; £195; terms, exchanges.—Edwards Motors, Ltd., Taunton 2945. [C1078

WRITERS OF KENNINGTON offer delivery of Ariel Leaders.—Tel. Reliance 1362.—161-5, Kennington Lane, London, S.E.11. [0244

HARWOOD'S OF RICHMOND for your new Ariel; terms, exchanges.—14-18, Kew Foot Rd., Richmond 2045. Half min. station. [C1060/R

ARIEL WANTED

ROWLAND SMITH'S, the Ariel buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

GEORGE CLARKE pay most for Ariel.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

PRIDE & CLARKE.—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1098/R

ARIEL SPARE PARTS

S. A. COLES, Ltd., for large stock of post-war Ariel spares.—364-368, High Rd., Leyton, E.10. Ley. 7171. [S1017/R

WHITB'S OF ACTON.—All Ariel, Burman, Amal spares.—263, Acton Vale, London, W.3. She. 6785. [S1128/R

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HARWOODS OF RICHMOND.—100% Ariel spares stockists.—14, 16, 18, Kew Foot Rd., Richmond, Ric. 2045. [S1090/R

CLAUDE RYE, Ltd., Ariel specialists, large range of post-war, pre-war and W.D. spares.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R

PRIDE & CLARKE.—New and second-hand spares, quotations and part by return post; c.o.d.; easy payments.—Stockwell Rd., S.W.9. Bri. 6251. [S1098/R

KAYS OF EALING, Ltd., Ariel spare parts stockists; trade supplied; quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. [S1075/R

O'NEILL BROS. Ltd.—All post-war spares in stock, also Burman, Amal, Lucas full postal service; trade supplied.—The Broadway, N.W.9. Hendon 8629. [S1179

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PUTNEY AUTOS.—Genuine spares for post-war models; also genuine Burman gear box spares; 24-hour c.o.d. service.—263, Putney Bridge Rd., S.W.15. Putney 6887. [S1138/R

GODFREYS, Ltd.—Ariel and Burman spares stockists; c.o.d.—226-231, London Rd., Croydon, Cro. 3641. 208, Portland St., W.1. Rus. 4632. 418, Romford Rd., Forest Gate, E.7. Gra. 1254. [S1052/R

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COMERFORDS.—Buy B.M.W.s for cash.—Portsmouth Rd., Thames Ditton, Surrey. [W1106

ROWLAND SMITH'S, the B.M.W. buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

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PRIDE & CLARKE 1500 SUPERB BARGAINS

FROM 1/10th DEPOSIT

UP TO 36 MONTHS TO PAY

Continued from previous column

£14 DEPOSIT—84 PAYMENTS OF £5 18/6 (contd.)

R. Enfield, '57, 350 c.c. O.H.V. Bullet, s/arm	£139	10
Triumph, '54, 650 c.c. O.H.V. Tiger 110, s/arm	£139	10
B.S.A., '54, 650 c.c. O.H.V. G. Flash, s/arm	£139	10
Norton, '56, 500 c.c. O.H.V. Model ES2, s/arm	£139	10
Knobbler, '58, 250 c.c. Talisman Twin, s/arm, spgr.	£139	10
B.S.A., '55, 650 c.c. O.H.V. G. Flash, spgr.	£139	10

£15 DEPOSIT—84 PAYMENTS OF £6 10/9

Ariel, '57, 500 c.c. O.H.V. R. Hunter, s/arm	£149	10
Triumph, '55, 500 c.c. O.H.V. Tiger 100, s/arm	£149	10
B.S.A., '57, 600 c.c. S.V. M.21 de luxe, spgr.	£149	10
Triumph, '55, 650 c.c. O.H.V. T/bird, s/arm	£149	10
Ariel, '57, 350 c.c. O.H.V. R. Hunter, s/arm	£149	10
B.S.A., '55, 350 c.c. O.H.V. G. Star, s/arm	£149	10

£16 DEPOSIT—84 PAYMENTS OF £7 5/11

Matchless, '56, 600 c.c. O.H.V. G.11 Twin, s/arm	£159	10
Ariel, '56, 650 c.c. O.H.V. Huntmaster Twin, s/arm	£159	10
Norton, '55, 500 c.c. O.H.V. Dominator 88, s/arm	£159	10
A.J.S., '56, 600 c.c. O.H.V. Mod. 30 Twin, s/arm	£159	10
Matchless, '57, 350 c.c. O.H.V. Mod. G.3, LS, s/arm	£159	10
A.J.S., '56, 500 c.c. O.H.V. Model 20 Twin, s/arm	£159	10

£17 DEPOSIT—84 PAYMENTS OF £7 15/1

R. Enfield, '57 500 c.c. O.H.V. RE Twin, s/arm	£169	10
A.J.S., '57, 500 c.c. O.H.V. Mod. 18S, s/arm	£169	10
B.S.A., '56, 650 c.c. O.H.V. G. Flash, s/arm	£169	10
B.S.A., '57, 350 c.c. O.H.V. Model B31 de luxe, s/arm	£169	10
Matchless, '57, 500 c.c. O.H.V. Model G80, S, s/arm	£169	10
Panther, '57, 600 c.c. O.H.V. Model 100, s/arm	£169	10
A.J.S., '57, 350 c.c. O.H.V. Model 16MS, s/arm	£169	10

£18 DEPOSIT—84 PAYMENTS OF £8 4/3

Matchless, '58, 350 c.c. O.H.V. Model G.3 LS, s/arm	£179	10
B.S.A., '56, 350 c.c. O.H.V. G. Star, s/arm	£179	10
B.S.A., '57, 500 c.c. O.H.V. A7 de luxe Twin, s/arm	£179	10

£19 DEPOSIT—84 PAYMENTS OF £8 13/4

Ariel, '57, 650 c.c. O.H.V. Huntmaster, s/arm	£189	10
Norton, '57, 500 c.c. O.H.V. Dominator 88, s/arm	£189	10
Ariel, '56, 1,000 c.c. O.H.V. Mk. II Square 4, spgr.	£189	10

£20 DEPOSIT—84 PAYMENTS OF £9 2/6

Norton, '57, 600 c.c. O.H.V. Dominator 99, s/arm	£199	10
Triumph, '57, 500 c.c. O.H.V. Tiger 100, 2 tone	£199	10
Triumph, '57, 650 c.c. O.H.V. Tiger 110, 2 tone	£199	10
A.J.S., '57, 600 c.c. O.H.V. Model 30 Twin, s/arm	£199	10
Triumph, '57, 650 c.c. O.H.V. T/bird, s/arm	£199	10

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£6 DEPOSIT—24 PAYMENTS OF £1 3/7

Sun, '58 c.c. 7 speed Villiers, de luxe	£29	10
R. Enfield, '49, 350 c.c. O.H.V. Model G, teles.	£29	10
A.J.S., '47, 500 c.c. O.H.V. Model 18, Teles.	£29	10
B.S.A., '47, 350 c.c. O.H.V. Model B.31 de luxe, teles.	£29	10
B.S.A., '53, 125 c.c. D1 Bantam, teles.	£29	10

£8 DEPOSIT—24 PAYMENTS OF £1 9/7

Ariel, '50, 600 c.c. S.V. VB de luxe, s/arm, specimen	£39	10
Triumph, '47, 500 c.c. O.H.V. Tiger 100 Twin, teles.	£39	10
Ariel, '50, 500 c.c. O.H.V. KG de luxe Twin	£39	10
B.S.A., '53, 125 c.c. Model D1 Bantam, spgr	£39	10
Matchless, '49, 350 c.c. O.H.V. Model G.3L, teles.	£39	10
B.S.A., '49, 350 c.c. O.H.V. B.31 de luxe, teles.	£39	10

COMBINATION BARGAINS

Cash Price		Deposit	24 Payments	
£39 10	B.S.A., '46, 500 c.c. S.V. Model M.20 with 2-str. saloon s/car	£5	£1 17	1
£50 10	Ariel, '50, 600 c.c. S.V. VB de luxe Garrett Lodbroke 2-str. saloon	£6	£2 15	0
£80 10	B.S.A., '52, 600 c.c. S.V. M.21 de luxe with 2-str saloon s/arm	£9	£4 2	0
£90 10	Norton, '54, 600 c.c. S.V. Big 4 with 2-seater saloon s/car	£10	£4 11	0
£100 10	Norton, '54, 600 c.c. S.V Big 4, Lomdl double adult saloon	£11	£5 0	4
£109 10	B.S.A., '52, 600 c.c. S.V. M.21 de luxe, Rankin 2-str. saloon	£11	£5 0	4
£119 10	B.S.A., '54, 500 c.c. S.V. M.20 with New Streamline 2-str	£12	£5 9	4
£129 10	B.S.A., '51, 500 c.c. O.H.V. A7 Twin with Swallow 2-str.	£13	£5 18	6
£129 10	B.S.A., '53, 600 c.c. S.V. M.21, spgr., Waterslan Ascot saloon	£13	£5 18	6
£129 10	B.S.A., '51, 650 c.c. Golden Flash, Swallow 2-str. Commodore	£13	£5 18	6
£159 10	B.S.A., '55, 600 c.c. S.V. M.21 spgr., Waterslan 2-str. Manxtoke	£16	£7 5	11
£179 10	Ariel, '58, 650 c.c. Huntmaster Twin, Swallow Tudor saloon	£18	£8 4	3

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Continued from previous column

COMBINATION BARGAINS—(contd.)

Cash Price		Deposit	24 Payments
£179 10	**Panther**, '58, 600 c.c. O.H.V. 100, Swallow 2-str. Commodore	£16	£9 4 3
£189 10	**B.S.A.**, '55, 650 c.c. Golden Flash, Swallow Jet 80 Sports	£19	£9 13 4
£189 10	**Triumph**, '55, 650 c.c. O.H.V. Tiger 110, Swallow Jet 80 sports	£19	£9 13 4
£199 10	**A.J.S.**, '57, 500 c.c. O.H.V. Model 18S, Swallow Jet 80 Sports	£20	£9 2 6
£229 10	**B.S.A.**, '57, 650 c.c. Golden Flash, Watsonian Ascot saloon	£23	£10 10 0
£269 10	**Triumph**, '57, 650 c.c. T'bird, matching Gold Watsonian 2-str. Cambridge saloon	£27	£12 6 7

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1956 B.S.A. Flash, excellent condition; £169.—G. P. Balham, 2b, 2c & 137, Balham Hill, S.W.12. Balham 1107, ext. 4. [C1084

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165 ens.—B.S.A. twin, registered 1957, 497cc, ohv, swinging arm, Rodark pannier set, exceptional condition.

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39 ens.—B.S.A., 1946, 500cc combination, windshield, good condition.

39 ens.—B.S.A., 1949, 350cc ohv, B31, dual seat, very good condition.

32 ens.—B.S.A. Bantam, 1951, 125cc, spring frame, leghields; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

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1958 B.S.A. Gold Star B34, fully equipped, 12,000 miles, unmarked; £275.

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172—177, Aston Rd., Birmingham. Ast. X 3201-2. [0561/R

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WATERS OF WELWYN GARDEN CITY.—Immediate delivery, choice of models.—Welwyn Garden City 5035. [0904

COMERFORDS for B.S.A. and 1,000 other machines; lowest possible h.p. rates.—Portsmouth Rd., Thames Ditton. [C1006

B.S.A. from stock.—Loxham's Motor Cycle House, Fishergate, Preston. Exchange; h.p. terms.—Tel. 4242. [0045/R

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JOHN SURTEES for your B.S.A., all models in stock, ride before you buy, demonstration models available.—West Wickham, Kent. Spring Park 3700. [C1145

J. J. DOUBLE (MOTOR CYCLES), Ltd., 1958 B.S.A. agents; terms; spares, service, repairs.—609-611, High Rd., Goodmayes. Tel. Seven Kings 9744. [C1112/R

B.S.A. WANTED

GEORGE CLARKE pay most for B.S.A.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

PANKHURST OF HAMMERSMITH.

URGENTLY required good used B.S.A., send particulars and price, buyer will call, best prices paid.—514/516, King street, Hammersmith, Riv. 1401. [W1138

B.S.A. Gold Stars wanted for cash, 1954-8.

FREDDIE WILLIAMS, 422, High Rd., Wembley, Middx. Wembley 5456. [0401

SMITH'S, 86, Chalk Farm Rd., N.W.1, want B.S.A.s.—Gul. 2767. [0068/R

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£196	9	8	250 c.c. O.H.V. Model 14	£20	£8 10 6
£231	8	3	350 c.c. O.H.V. Model 16	£24	£10 10 11
£270	1	8	500 c.c. O.H.V. Twin 20	£28	£12 6 3
£275	1	6	646 c.c. O.H.V. Twin 31	£28	£12 11 4
			AMBASSADOR		
£199	12	0	250 c.c. Super S Twin	£20	£9 2 10
			ARIEL		
£206	11	7	250 c.c. Twin Leader	£21	£9 11 10
£230	15	9	350 c.c. O.H.V. Red Hunter	£26	£10 10 [illegible]
£266	19	4	650 c.c. Twin Huntmaster	£27	£12 4 0
£336	16	6	1,000 c.c. Square Four	£34	£15 3 1
			B.S.A.		
£122	5	3	175 c.c. Super Bantam	£13	£5 11 3
£172	0	0	250 c.c. O.H.V. C12 Star	£16	£7 16 7
£229	10	10	350 c.c. O.H.V. B31 de luxe	£23	£10 10 1
£265	14	5	500 c.c. O.H.V. Shooting Star	£27	£12 2 10
£261	19	6	650 c.c. O.H.V. Golden Flash	£27	£11 18 11
£283	3	0	650 c.c. O.H.V. Super Rocket	£29	£12 18 6
			GILERA		
£190	19	6	175 c.c. O.H.V. Sports	£20	£9 3 0
£217	19	5	175 c.c. O.H.V. Extra	£22	£9 19 4
			GUZZI		
£112	19	6	98 c.c. Sports Zigolo	£12	£5 2 9
£190	19	6	175 c.c. Sports Lodolo	£20	£9 3 0
			JAMES		
£140	15	0	175 c.c. Villiers Cavalier	£15	£6 17 3
£155	17	6	197 c.c. Villiers Captain	£16	£7 2 4
£190	17	6	250 c.c. L.35 Commodore	£19	£8 4 9
			MATCHLESS		
£196	9	2	250 c.c. O.H.V. G.2	£20	£8 19 6
£244	10	2	500 c.c. O.H.V. G.80	£25	£11 3 8
£270	1	3	500 c.c. O.H.V. G.9 Twin	£28	£12 9 3
£275	1	6	650 c.c. O.H.V. G.12 Twin	£28	£12 11 4
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MEETENS, Shannon Corner, New Maiden (Malden 5113) for all spares for Francis-Barnett; trade supplied. [81203

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O'NEILL BROS., Ltd.—All post-war Villiers and A.M.C. spares and exchange units, full postal service; trade supplied.—The Broadway, N.W.9. Hendon 6629. [81179

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INTERNATIONAL SALES, Ltd., 34-40, Palfrey Place, London, S.W.8, sole concessionaires Great Britain.—Tel. Reliance 4464. [0109

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ARCHER OF ALDERSHOT for James, etc.; spares and service.—Victoria Rd. Tel. 323. [0371/R

GILLBANKS.—1959 James main agent, all models; terms, exchanges.—283, New North Rd., N.1. [C1042

WHITBYS OF ACTON.—Immediate delivery of new models.—275, Acton Vale, London, W.3. She. 5355. [C1128/R

SLOCOMBES OF NEASDEN!!! for your new James, terms and exchanges.—259-271, Neasden Lane, N.W.10. Gladstone 3355 (8 lines). [C1115

COULSDON MOTOR CYCLES, main agents, all 1959 models in stock; exchanges, terms.—206, Brighton Rd., Coulsdon, Surrey. Upl. 7887. [C1011

MEETENS, the Villiers specialists, for delivery from stock most 1959 James models, and a few new 1958 models at great reductions.—Write Meetens, Shannon Corner, New Malden (Tel. Malden 5110), whatever your James or Villiers requirements may be. [C1203

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CLAUDE RYE urgently require all models, get your price first! H.p. accounts settled. We pay carriage.—895-921, Fulham Rd., S.W.6. Ren. 6174. [W1105/R

JAMES SPARE PARTS

FRED G. SLADE, James spares stockist; prompt c.o.d. service.—May Place, Basingstoke. Tel. 1338. [0032

HOE STREET GARAGE, Ltd.—James and Villiers spares; c'nter, c.o.d.—414, Hoe St., W'stow, E.17. Tel. Cop. 1710. [0274

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and 36 payments of £5/11/3. Cash £172.				
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NORMAN STOKES MOTOR CYCLES, U.K. distributors for all Jawa and CZ spares and service; trade enquiries invited.—1, Vernon St., Wellingborough Rd., Northampton. Tel. 1309. [0106/R

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ROWLAND SMITH'S for Lambretta.

LATEST models in stock.

FREE tax and insurance with second-hand scooters.

95 gns.—Lambretta 1957, 150cc LDB, red finish, extras.

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1958 Lambretta 150cc. screen, s. wheel and many other extras, as new; £145.

1957 Lambretta with every conceivable extra; £129.

1954 Lambretta, pillion, spare wheel, very attractive; £69.

WE have a tremendous selection of new and used scooters, 1/5th deposit, immediate delivery; terms and exchanges.—Brixton 6655. [C1122

LAMBRETTA.—Loxham's Motor Cycle House; exchange; h.p. terms.—Tel. 4242 Preston. [0044/R

GODFREYS, Ltd., appointed dealers all depots, including Leytonstone.—See display advert. [C1052/R

WHITBYS for bargains in used Lambrettas.—273, Acton Vale, London, W.3. Shep. Bush 5355. [C1128/R

PRIDE & CLARKE, Ltd., Lambretta specialists, all models, exchanges welcomed.—158, Stockwell Rd., S.W.9. Brixton 6251. [C1098/R

SLOCOMBES OF NEASDEN!!! for your new Lambretta; terms and exchanges.—259-271, Neasden Lane, N.W.10. Gladstone 3355 (8 lines). [C1115

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!!! Grays, Croydon.—159gns. 1958 Lambretta 175 TV, 2,600 miles only, 2-tone finish, absolutely unmarked condition, terrific value; terms, exchanges.—56-58, South End, Croydon. Tel. 3645. [C1175

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WHITE & MARTIN for the Lambretta Scooter, immediate delivery; spares and accessories; h.p. terms, part exchanges, etc.—18, Ashfield Parade, Southgate, N.14. Palmers Green 1035. [C1052/R

1958 Lambretta 150cc LDB, 1,400 from new, fitted spare wheel, luggage carrier, windscreen, absolutely immaculate; £129, deposit £26, balance 24 months.—206, Brighton Rd., Coulsdon. Upl. 7887. [0026

COMERFORDS for Lambrettas, new and second-hand, exchanges; terms; we offer first-class service facilities and are appointed Lambretta service agents.—Portsmouth Rd., Thames Ditton. Emberbrook 5331. [C1006

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LAMBRETTA

J. J. DOUBLE (MOTOR SALES), Ltd., 1956 Lambretta agents; terms, spares, service, repairs.—123-4, Mildmay Parade, Cranbrook Rd., Barkingside, Ilford. Tel. Val. 0191. [C1119/R

LAMBRETTA WANTED

ROWLAND SMITH'S, the Lambretta buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

GEORGE CLARKE pay most for Lambretta.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

PUTNEY AUTOS purchase good used Lambrettas; exchanges, etc.—263, Putney Bridge Rd., S.W.15. Putney 1186. [W1138/R

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LAMBRETTA SPARE PARTS

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PALMERS for Lambretta spares and service.—81, Stanley Rd., Teddington. Molesey 1646. [S1003

MARBLE ARCH MOTOR SUPPLIES, Ltd., Camberwell Green.—Lambretta spares, accessories, service, rapid c.o.d.—Rodney 2181. [0263/R

MOORES OF TOTTENHAM for genuine Lambretta spares and accessories.—649-653 High Rd., Tottenham, N.17. Tel. Tottenham 2440. [0161/R

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ASTON AUTO MOTORS OF BIRMINGHAM.—Complete range Lambretta spares and accessories, trade and retail; prompt c.o.d.—172-177, Aston Rd., Birmingham, 6. Aston Cross 3201-2. [0498/R

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ELEANOR MOTORS, 265, Mare St., Hackney, E.8, for sales, spares, service, repairs.—Amherst 5134/3925. [0312

ELEANOR MOTORS (STADIUM).—East London's fully equipped service station, sales, spares, repairs.—96-106, Lea Bridge Rd., Clapton, E.5. Amherst 6606. [0524

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MAICO (GREAT BRITAIN), Ltd., 81a, Gloucester Rd., S.W.7. Tel. Fremantle 4518-9. Spares and workshops: 23, Astwood Mews, S.W.7. Tel. Fremantle 5519. Sole concessionaires U.K. for Maicoletta 247cc and 277cc, super scooter and Maicomobil 197cc, totally enclosed. All spares from stock. [0602/R

RON McKENZIE, 961, Chester Rd., Stretford, Lancs. Sales, service.—Longford 2100. [C1086

GODFREYS, Ltd.—Appointed dealers all depots, including Leytonstone, E.11 See display advert. [C1052/R

WATERS OF WELWYN GARDEN CITY.—Immediate delivery, choice of models.—Welwyn Garden City 5033. [8905

SLOOMBES OF NEASDEN!!! for your new Maico, terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355 (8 lines). [C1115

CLAUDE RYE.—Immediate delivery new Maicos. Choice of colours; terms.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [C1105/R

EARLY deliveries of these models are usually possible if you order now through Nick Lancaster.—53, Whitegate Drive, Blackpool. Tel. 24720. [0147

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MATCHLESS MOTOR CYCLES, Plumstead Rd., S.E.18. Tel. Woolwich 1223 [0108/R

FRED WARNELL offers:—

1953 Matchless G80S, a/arm, fitted c/a s/car, on VG21 chassis, braked wheel, immaculate condition; £149; one-fifth deposit, balance over 12, 18 or 24 months.—Fred Warnell Motors, Ltd., 46-48, Chingford Mount Rd., E.4. Larkswood 7330. [C1196

ROWLAND SMITH'S for Matchless.

ALL models supplied.

FREE tax and insurance with second-hand motor cycles.

145 gns.—Matchless twin October 1955, 498cc springer, one careful owner, exceptional; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

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'59 **TRIUMPH** Tiger Cub Comp., clean, untrialled	£115	0
'57 **DOT** Works Replica, green and chrome, lights	£125	0
'58 **B.S.A.** A.10 650, black and chrome, with chromium guards	£235	0
'57 **VELOCETTE** LE 200, metal pannier boxes, fairing, carrier	£120	0
'58 **ENFIELD** Constellation, 117 miles only	£255	0
'57 **JAMES** 197 Comp., pannier bags	£100	0
'58 **ENFIELD** 500 Meteor, Craven pannier boxes, carrier, chrome crash bars, twin spot lights, 3,000 miles	£210	0
'58 **B.S.A.** Road Rocket 650, tank cover, clip on bars, rev. counter, highly tuned	£230	0
'57 **B.S.A.** Road Rocket, red and and chrome, rev. counter, unmarked	£190	0
'58 **TRIUMPH** Tiger 110, 650, Avon fairing, Streamliner in matching colours	£230	0
'57 **B.S.A.** A.7 500, black and chrome, 5,000 miles	£185	0
'52 **TRIUMPH** Tiger 100, s/hub, alloy motor, dual seat, carrier, nacelle, good tyres, recommended	£90	0

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1958 Matchless G11CSR, one owner, immaculate condition; £219.

BANKS, 62-64, Grand Parade, N.4. Sta. 0367. [C1166

ARCHERS OF ALDERSHOT for Matchless, etc., spares and service.—Victoria Rd., Tel. 328. [0363/R

SLOOMBES OR NEASDEN!!! for your new Matchless; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355 (8 lines). [C1115

£26/10.—Matchless 1947 350 ohv, G3L, teles, dual seat, good tyres, good runner.—Dilley, 374, Forest Rd., London, E.17. [C1030

WHITBYS OF ACTON.—New models in stock, exchanges, h.p., spares.—263/273, Acton Vale, London, W.3. She. 5355 (Showrooms), She. 6785 (Spares). [C1128/R

MATCHLESS WANTED

ROWLAND SMITH'S the Matchless buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

GEORGE CLARKE pay most for Matchless.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

PRIDE & CLARKE.—Biggest demand, highest prices. —158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1096/R

CLAUDE RYE urgently require all models; get our price first! H.p. accounts settled, we pay carriage. —895-921, Fulham Rd., S.W.6. Ren. 6174. [W1105/R

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340 Footscray Rd., New Eltham, S.E.9. Eltham 1373 [0176/R

GUS KUHN.—Genuine Matchless spares stockists.—275, Clapham Rd., S.W.9. Brixton 5604 and 9455. Prompt c.o.d. by return service. [0135/R

OSGOOD & COATES, Ltd., Matchless specialist; spares and repairs.—781-5, Old Kent Rd., London, S.E.15. New Cross 0513. [S1094

MARBLE ARCH MOTOR SUPPLIES, Ltd., Camberwell Green.—Matchless and Burman spares and service; rapid c.o.d.—Rodney 2181. [0264/R

100% service c.o.d. and trade.—E. R. Fisher Motors, Ltd., Bath Rd., Hounslow, Middx. Hounslow 1852. [S1163

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KAYS OF EALING, Ltd., Matchless spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2587. [S1075/R

PUTNEY AUTOS.—Genuine spares for post-war models; also genuine Burman gear box spares; 24-hour c.o.d. service.—263, Putney Bridge Rd., S.W.15. Putney 6887. [S1138/R

C.O.D. and service units, £10,000 spares in stock.—Rapids, 64-74, Godstone Rd., Whyteleafe, Surrey. Uplands 0695, and 259-269, Haydons Rd., Wimbledon, S.W.19. Cherrywood 5202-3. [S1162/R

GODFREYS, Ltd.—Matchless and Burman spares stockists; c.o.d.—226-234, London Rd., Croydon, Cro. 3641-3. 208-210, Great Portland St., W.1. Eus. 4632-4. 418, Romford Rd., Forest Gate, E.7. Gra. 1234-5. 220, Barking Rd., E. Ham. Gra. 8088. 94-96, High Rd., Tottenham. Sta. 5656 [S1052/R

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K.V.P. MOTORS, Ltd.—Moby 150cc scooter in stock, £149/19/6; terms.—Central Parade, Gunnersbury Lane, W.3. Acorn 6005. [C1088

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105 gns.—Norman 1956 model, 197cc B28, 2-tone blue, swinging arm, dual seat, almost new; free tax and insurance; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

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(balance up to 3 years)

COMBINATIONS AT 276-8 BRIXTON HILL	Cash Price
NORTON, '47, 500 s.v., and C/A saloon	£15 10
LEVIS, '38, 600 o.h.v., and Blacknell S/S saloon	£19 10
INDIAN, '42, 500 s.v., and 2-seater saloon	£29 10
B.S.A., '47, 500 s.v. M20 and Wats. Maxstoke C/A	£39 10
ENFIELD, '51, 350 o.h.v., and Wats. Avon Sports	£39 10
PANTHER, '47 600 o.h.v., and C/A saloon	£39 10
B.S.A. '48, 500 s.v., and S/S saloon	£45 10
B.S.A., '47, 500 s.v., and Raven saloon	£49 10
ARIEL, '46, 600 o.h.v., 4F, and Wats. Maxstoke	£49 10
NORTON, '47, 633 s.v., and '54 Wats. Maxstoke C/A sal.	£49 10
ARIEL, '47, 1,000 o.h.v. 4F and Wats. Maxstoke C/A	£49 10
NORTON, '51 (reg.) 500 s.v., and '52 C'bury D/A sal.	£49 10
NORTON, '50, 500 o.h.v., and Raven C/A saloon	£59 10
NORTON, '48, 500 o.h.v., and Swallow saloon	£59 10
ENFIELD, '50, 500 o.h.v., and Wats. Maxstoke C/A sal.	£59 10
B.S.A., '48, 500 s.v., and '54 Swallow Comet C/A sal.	£59 10
ARIEL, '51, 350 o.h.v., and Surrey Rambler s/seater sal.	£59 10
B.S.A., '50, 600 s.v., and Wats. Stratford s/str. Sports	£65 10
B.S.A., '49, 500 o.h.v. Twin, spgr., Wats. Ascot saloon	£69 10
ENFIELD, '51, 500 o.h.v. Twin, S/A, and '56 Wats. Avon	£69 10
ENFIELD, '52, 350 o.h.v., and Surrey Rambler saloon	£69 10
ARIEL, '46, 500 o.h.v., and '54 Wats. Ascot S/S saloon	£69 10
TRIUMPH, '47, 350 o.h.v., and Watsonian Windsor	£69 10
ARIEL, '51, 350 o.h.v., and Garrard S/S Sports	£69 10
NORTON, '52, 500 o.h.v., and Streamline C/A saloon	£75 10
A.J.S., '48, 500 o.h.v., and Watsonian Avon Sports	£79 10
ARIEL, '52, 500 o.h.v., spgr., and Canterbury C/A saloon	£79 10
B.S.A., '48, 600 s.v., and Wats. Maxstoke C/A saloon	£79 10
PANTHER, '50, 600 o.h.v., and Watsonian Maxstoke C/A	£79 10
B.S.A., '52, 500 o.h.v. Twin, spgr., and Wats. Maxstoke	£85 10
ARIEL, '52, 500 o.h.v., spgr., and B.S.A. Sports sidecar	£89 10
ARIEL, '50, 500 o.h.v. Twin, spgr., and '56 Swallow Tudor	£89 10
MATCHLESS, '50, 350 o.h.v., and Watsonian Avon Sports	£90 10
ENFIELD, '51, 500 o.h.v. Model J2 and '54 Wats. Ascot	£99 10
B.S.A., '52, 500 o.h.v. Twin, spgr., and Canterbury C/A	£99 10
MATCHLESS, '52, 500 o.h.v., spgr., and Wats. Avon	£99 10
NORTON, '51, 600 s.v., and Wats. Ascot	£99 10
B.S.A., '51, 600 s.v., and Wats. Maxstoke C/A sal.	£99 10

For the convenience of our customers we shall be open on Saturday, 27th December.

SUNBEAM, '52, 500 o.h.c., and Garrard 890 S/S Sports	£109 10
ARIEL '51, 500 o.h.v. Wats. Maxstoke C/A sal.	£109 10
A.J.S., '53, 500 o.h.v., and Surrey Rambler saloon S/S	£119 10
B.S.A., '55, 500 s.v., and '59 Streamline C/A saloon	£119 10
PANTHER, '53, 600 o.h.v., and C'bury C/A matching sal.	£119 10
ARIEL, '51, 1,000 o.h.v., Sq. 4, and Wats. Maxstoke C/A	£125 10
B.S.A., '55, 500 s.v. M.20, and '59 Canterbury Valiant C/A	£125 10
B.S.A., '51, 650 o.h.v. Twin, spgr., and Streamline D/A sal.	£135 10
B.S.A., '52, 600 s.v., and Wats. Warwick D/A saloon	£135 10
ARIEL, '53, 600 s.v., spgr., and Wats. Albion S/S sal.	£135 10
ARIEL, '51, 1,000 o.h.v. 4G, and Wats. Maxstoke	£135 10
TRIUMPH, '53, 500 o.h.v. Twin, and '56 Cant. D/A sal.	£139 10
PANTHER, '54, 600 o.h.v., and Wats. Maxstoke C/A sal.	£139 10
PANTHER, '56, 600 o.h.v., and Garrard Ladbroke D/A sal.	£139 10
B.S.A., '54, 500 o.h.v., spgr., and '55 Wats. Ascot	£145 10
B.S.A., '52, 650 o.h.v. Twin, and Swallow Comet C/A sal.	£145 10
PANTHER, '53, 600 o.h.v., and '54 Swallow Comet C/A	£145 10
ENFIELD, '54, 700 o.h.v. Twin, S/A, and Busmar York D/A	£149 10
VINCENT, '56, 500 o.h.v. Comet, '54 Steib S.501 Spts.	£149 10
PANTHER, '54, 600 o.h.v. and Garrard Ladbroke D/A	£159 10
B.S.A., '53, 600 s.v., spgr., and '56 Streamline C/A sal.	£159 10
B.S.A., '52, 650 o.h.v. Twin, and '56 Swallow Tudor S/S	£165 10
ARIEL, '53, 1,000 o.h.v. 4G and '58 Streamline C/A sal.	£165 10
ARIEL, '55, 600 s.v., and '55 Wats. Maxstoke C/A	£169 10
ARIEL, '52, 1,000 o.h.v. and '59 Canterbury Valiant	£169 10
ARIEL, '52, 1,000 o.h.v. Sq. 4, Swallow Comet S/S	£179 10
NORTON, '53, 500 o.h.v. Twin, and Steib TR500 Sports	£179 10
PANTHER, '54, 600 o.h.v., S/A, '59 Surrey Bedington	£179 10
B.S.A., '55, 650 o.h.v. Twin, and Canterbury C/A	£189 10
B.S.A., '54, 650 o.h.v. Twin, and Wat. Maxstoke C/A	£189 10
B.S.A., '51, 650 o.h.v. Twin, G/Flash, spgr., Garrard 890	£189 10
PANTHER, '55, 600 o.h.v., S/A, and '55 Wat./Maxstoke C/A	£189 10
TRIUMPH, '54, 650 o.h.v. Twin, s/wheel, Garrard 890 single seater Sports	£189 10
TRIUMPH, '54, 650 o.h.v. Twin, s/wheel, Watsonian Maxstoke C/A matching blue sal.	£189 10
TRIUMPH, '55, 650 o.h.v. Thunderbird Twin, s/wheel, and Swallow single seater Tudor saloon	£190 10
B.S.A., '54, 650 o.h.v. Twin, and '58 Wat. Ascot S/S	£199 10
TRIUMPH, '55, 650 o.h.v. Twin, and Swallow Tudor S/S	£199 10
A.J.S., '55, 500 o.h.v., spgr., and Busmar Lancaster C/A saloon, matching black	£199 10
ARIEL, '57, 600 s.v., spgr., and Watsonian Monarch S/S	£209 10
TRIUMPH, '56, 650 o.h.v. T110 Twin, and '59 Streamline C/A saloon	£219 10
TRIUMPH, '56, 650 o.h.v. Twin, S/A, Garrard Silchester sal	£219 10
TRIUMPH, '56, 650 o.h.v. Twin, s/arm, and '59 Garrard Silchester s/seater saloon s/car	£[illegible] 10
NORTON, '57, 600 o.h.v. Twin, S/A, '57 Watsonian Maxstoke D/A sal. in matching Norton grey	£249 10
MATCHLESS, '57, 600 o.h.v. Twin, spgr., and Garrard 890 de luxe coupe. Immaculate outfit	£[illegible] 10
A.J.S., '57, 500 o.h.v. Twin, spr., and Garrard Grand Prix s/seater, brake wheel, under 6,000 mls., many extras	£[illegible] 10
ARIEL, '58, 650 o.h.v. Twin S/A and Canterbury Carmobile 2-seater sal. Under 10,000 miles. Immaculate	£[illegible] 10

USED CARS AND THREE WHEELERS AT 276/8 BRIXTON HILL	
BOND, '52, 197, 2-seater coupe, red	£89 10
GORDON, '55, 197 Family 3 coupe, red	£130 10

Continued in next Column →

NORTON

NORTON MOTORS, Ltd., Bracebridge St., Birmingham. [0091/R

ROWLAND SMITH'S for Norton

NEW models in stock.

FREE tax and insurance with second-hand motor cycles.

195 gns.—Norton twin 1957 Dominator 99, Rodark pannier set, exceptional.

69 gns.—Norton 1952, 490cc ohv ES2, spring frame, very good condition; choice of 2; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

MATTHEWS OF STOCKWELL, Ltd., 55, Stockwell Rd., S.W.9.

1956 Norton Dominator model 88, fitted with de luxe fairing and Craven pannier set, absolutely as new; £199.

1957 Norton model 50 350cc, absolutely unmarked throughout; £179.—Brixton 6655; 1/5th deposit; terms and exchanges. [C1122

1957 Norton Dominator 77, one owner, nice condition, bargain; £175.

BANKS, 62-64, Grand Parade, N.4. Sta. 0567. [C1166

BOB KEELER, Ltd., 1959 models already in stock at 125-131, Ealing Rd., Wembley 2150. [0196

ARCHER OF ALDERSHOT for Norton, etc., spares and service.—Victoria Rd. Tel. 323. [0366/R

OSGOOD & COATES, Ltd., Norton main dealers, 781-5, Old Kent Rd., S.E.15. New Cross 0513. [C1094

SLOCOMBES OF NEASDEN!!! for your new Norton; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355 (8 lines). [C1115

COMERFORDS for Norton and 1,000 other machines; lowest possible h.p. rates.—Portsmouth Rd., Thames Ditton. Emberbrook 5531. [C1006

ERIC KENNARD & Co. can supply your new Norton and all spares requirements.—19, Station Rd., N.3. Finchley 3589. [0391/R

JOHN SURTEES for your Norton, all models in stock, ride before you buy, demonstration models available.—West Wickham, Kent. Spring Park 3700. [C1145

WHITBYS OF ACTON.—New models in stock, exchanges; h.p. spares.—263-273, Acton Vale, London, W.3. She. 5355 (Showroom); She. 6785 (Spares). [C1128/R

NORTON WANTED

ROWLAND SMITH'S, the Norton buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

PANKHURST OF HAMMERSMITH.

URGENTLY required good used Norton, send particulars and price, buyer will call, best prices paid.—314/316, King street, Hammersmith. Riv. 1401. [W1136

SMITH'S, 86, Chalk Farm Rd., N.W.1, want Nortons.—Gul. 2767. [0069/R

GEORGE CLARKE pay most for Norton.—278, Brixton Hill, N.W.2. Tul. 3211. [W1019

PRIDE & CLARKE.—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1098/R

CLAUDE RYE urgently require all models, get our price first! H.p. accounts settled, we pay carriage.—895-921, Fulham Rd., S.W.6. Ren. 6174. [W1105/R

NORTON SPARE PARTS

C.O.D. return post.

NORTON gear box spares.

JOE FRANCIS MOTORS, Ltd., 340, Footscray Rd., New Eltham, S.E.9. Eltham 1373. [0156/R

TAYLOR MATTERSON.

NORTON spare parts specialists; largest selection of new genuine Norton spares in the south of England; all available parts in stock, prompt c.o.d. service.—Call, write or 'phone, 74, Bedford Hill, Balham, S.W.12. Balham 4201-2. [0331/R

H. L. DANIELL, the Norton expert.—Comprehensive spares service, c.o.d. by return.—65, Dartmouth Rd., Forest Hill, S.E.23. For. 5895. [0203/R

ELEANOR MOTORS, Norton spares specialists, comprehensive stock, c.o.d. by return, trade supplied.—265, Mare St., Hackney E.8. Amherst 5134. [0315

GODFREYS, Ltd., Norton spare stockists; c.o.d.—226-234, London Rd., Croydon. Cro. 3641; and 220, Barking Rd., E.6. Gro. 8083. [S1052/R

KAYS OF EALING, Ltd., Norton spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. [S1075/R

CLAUDE RYE, Ltd., Norton specialists, large range of post-war and W.D. spares; write for free list of W.D. spares.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R

GUS KUHN MOTORS invite you to try us for your genuine Norton spare parts.—275, Clapham Rd., Stockwell, London, S.W.9. Tel. Brixton 5604 and 9435. Prompt c.o.d. by return service. [0132/R

GEO CLARKE MOTORS LIMITED

USED CARS & THREE WHEELERS (Cont.) at 276-8 Brixton Hill	Cash Price
GORDON, '56, 197 Family 3 coupe, red/cream	£149 10
A.C. Petite, '54, 350 c.c. 2-seater saloon, blue	£165 10
A.C. Petite, '55, 350, 3-seater saloon, black/beige	£169 10
BOND, '55, 197 2-str. Standard coupe, green	£179 10
BOND, '56, 197, 2-str. Standard coupe, blue	£189 10
BOND, '56, 197 Family 4 de luxe, bronze	£209 10
RELIANT Regal, '55, 750, 2/4-seater, coupe, red	£269 10
RELIANT Regal, '55, 750, 2/4 str. coupe, blue	£279 10
RELIANT Regal, '55, 750, 2/4-str. coupe, grey	£299 10
RELIANT Regal, '55, 750, 2/4-seater hardtop, under 15,000	£309 10
ISETTA, '58, M300 Plus, 2-str. saloon, radio, cream	£319 10
FORD, Prefect, '56, '57 Model de luxe, htr., 1 owner	£480 0

COMBINATIONS AT 275/9 HIGH STREET, ACTON	
TRIUMPH, '38, 500 o.h.v. Speed Twin, Wats. Albion sal.	£29 10
B.S.A., '48, 350 o.h.v. B31, s/str., HMB saloon	£45 10
ARIEL, '47, 600 c.c. s.v., Wats. Maxstoke C/A saloon	£49 10
B.S.A., '48, 500 o.h.v. M.33, d/st., teles., Leyton C/A sal.	£55 10
B.S.A., '50, 500 o.h.v. M.33, Swallow Cossack Occ. 2 seater	£55 10
PANTHER, '38, 600 o.h.v., teles., '49 Leyton Norlington Double adult saloon	£59 10
NORTON, '48, 500 o.h.v. ES2, spgr., Busmar Launch sal.	£69 10
NORTON, '48, 600 s.v., C/bury C/A saloon	£69 10
PANTHER, '48, 600 c.c., teles., Trinder C/A saloon	£69 10
ARIEL, '53, 600 s.v., Mod. VB, teles., plln., mirror, scr., fitted Canterbury sal. in matching maroon	£79 10
ENFIELD, '49, 500 o.h.v. J2, Wats. Albion saloon	£79 10
ENFIELD, '51, 500 o.h.v. J2, Wats. Albion sal. '57, VG21 ch	£79 10
ARIEL, '49, 600 s.v. VB, teles., d/st., Maxstoke type C/A	£89 10
SUNBEAM, '48, 500 o.h.c. S7, '52 B.S.A. C/A saloon	£89 10
ARIEL, '49, 600 s.v., Rankin D/A on VG21 chassis	£90 10
B.S.A., '54, 500 s.v. M20, teles., '58 Streamline C/A saloon	£90 10
MATCHLESS, '50, 500 o.h.v. G80S, teles., spgr., Surrey Rambler saloon sidecar	£99 10
PANTHER, '51, 600 o.h.v., teles., wing D/A saloon on VG21	£99 10
SUNBEAM, '49, 500 o.h.c. S8, home made C/A sal., Watsonian "Kwik-fit" chassis	£99 10
A.J.S. '51, 500 o.h.v. Mod. 20, Twin, S/A, Streamline C/A	£109 10
ARIEL, '53, 500 c.c., Watsonian 2-seater saloon	£109 10
B.S.A., '50, 500 o.h.v., teles., '58 Wats. Monarch, Velvet ch.	£109 10
NORTON, '50, 600 s.v., teles., '55 Maxstoke C/A saloon	£109 10
SUNBEAM, '51, 500 o.h.c. S8, Trinder D/A sal. on VG21 ch.	£109 10
PANTHER, '53, 600 o.h.v., teles., '53 Ascot saloon	£115 10
B.S.A., '51, 600 s.v. M21, '57 Busmar Devon C/A sal. B.S.A. ch.	£119 10
B.S.A., '51, 500 o.h.v. A7S, teles., spgr., B.S.A. C/A	£129 10
F.-BARNETT, '54, 197 Falcon 5, teles., S/A., '56 Wat. Windsor	£129 10

For the convenience of our customers we shall be open on Saturday, 27th December.

TRIUMPH, '51, 500 o.h.v. 5T, '55 Swallow Comet C/A with B.S.A. ch.	£129 10
PANTHER, '53, 600 o.h.v. M.100, Watsonian Albion VG21 and brake	£135 10
B.S.A., '52, 650 o.h.v. A10S, D/A saloon on Swallow ch.	£139 10
TRIUMPH, '50, 650 Twin, s/hub, Watsonian Ascot sal., VG21 and brake	£139 10
PANTHER, '54, 600 o.h.v. M100, Swallow C/A sal., Velvet	£149 10
SUNBEAM, '55, 500 o.h.c. S8 Twin, spgr., Swallow Tudor	£169 10
NORTON, '55, 600 s.v. Big 4, Wats. D/A Warwick saloon	£189 10
PANTHER, '56, 600 o.h.v. M100, teles., S/A, Garrard 890 Sports Mk. II ch.	£209 10

USED SIDECARS AT 275 HIGH STREET, ACTON	
SWALLOW Commando, body only	£3 10
WATSONIAN, body only	£5 0
WATSONIAN Monarch, body only. Completely as new	£25 0
WATSONIAN, '55, Eton L/W saloon on LX chassis	£25 10
STREAMLINE, '58, C/A saloon, body only, black/red uph.	£29 10
V.P. VOLANTE de luxe C/A saloon	£39 10
STEIB, '52, S350 Continental Sports Tourer, C/W chass., RH fitting	£39 10
WATSONIAN, '53, Maxstoke C/A saloon on VG21 chassis	£49 10
CANTERBURY, '57, C/A saloon and chassis	£[illegible] 10

MOPEDS AND SCOOTERS AT 276/8 BRIXTON HILL	
POWERPAK, '54, 49 c.c. on Gent's B.S.A. Cycle	£12 10
N.S.U., '55, 49 c.c. Quickly Standard, 2 speeds	£25 10
KREIDLER, '57, 49 c.c. Moped, single speed, blue	£29 10
MERCURY, '57, 49 c.c. Mercette, 4-stroke engine, smart	£29 10
MOBYLETTE, '57, 49 c.c. Moped de luxe, automatic clutch	£29 10
BINETTA, '57, 49 c.c. Mk. III, S/A, F/W hubs	£35 10
DURKOPP, '56, 48 c.c. Moped, 2 speeds, blue	£35 10
N.S.U., '56, 49 c.c. Quickly, windscreen, legshields	£35 10
MERCURY, '56/57, 49 c.c. Hermes Scooter, pillion, h/str.	£35 10
KREIDLER, '56/57, 50 c.c. Moped Junior, beige, single spd.	£35 10
N.S.U., '57, 49 c.c. Quickly Standard	£37 10
MOBYMATIC, '57, 49 c.c. de luxe Moped, fully automatic	£42 10
LEOPARD, '57, 49 c.c. S/A, 1/link forks, blue/silver	£45 10
B.S.A., '57, 70 c.c. Dandy, S/A, 2 speeds, grey	£49 10
VESTING, '57, 49 c.c. Pesetta, S/A, d/seat, F/W hubs	£49 10
H.M.W., '57, 49 c.c. super Sports, S/A, teles., bargain	£55 10
BINETTA '58, 49 c.c. Mk. 3, S/A, F/W hubs, blue/grey	£65 10
WABO, '57, 150 c.c., piln., carrier, w/screen	£65 10
LAMBRETTA, '55, 150 c.c. LD, grey, w/scr. Good run.	£85 10
LAMBRETTA, '56, 125 c.c. LD, red/cream, pln.	£89 10
VESPA, '57, 125 c.c., d/seat, low mileage, grey	£95 10
LAMBRETTA, '57, 150 c.c. LD, w/screen, red	£109 10
PROGRESS, '56, 200 c.c. Supreme, E/starter, green	£115 10
N.S.U., '56, 150 c.c. Prima, elec./str., s/wheel, carrier	£119 10
N.S.U., '57, 150 c.c. Prima, E/str., w/scrn., w/whl., black	£125 10
LAMBRETTA, '58, 125 c.c. LD, slate blue/grey, w/scrn.	£125 10
ZUNDAPP, '57, 150 c.c. Bella E/str., carrier, blue	£129 10
T.W.N., '57, 200 c.c. Contessa, 2-tone blue, E/starter	£135 10
DURKOPP, '57, 200 c.c. Diana, E/str., carrier, black	£139 10

MOPEDS AND SCOOTERS AT 275/9, HIGH STREET, ACTON	
B.S.A., '54, 35 c.c. Winged Wheel on Raleigh cycle	£15 10
CUCCIOLO, '53, 49 c.c. Autocycle	£15 10
N.S.U., '56, 49 c.c. Quickly, 2 speed, grey	£29 10
MOBYLETTE, '57, 49 c.c. Moped, automatic gearbox	£29 10

Continued in next Column →

GEO CLARKE MOTORS LIMITED

MOPEDS & SCOOTERS (Cont.) at 275-9 High Street, Acton

	Cash Price
VESPA, '52/53, 125 Standard, green, plln., cheap	£30 10
HERCULES, '57, 50 c.c. Moped, legshields, 5,197 miles	£30 10
LAMBRETTA, '57, 49 c.c. Moped	£30 10
MOBYLETTE, '58, 49 c.c. de luxe	£30 10
BERINI, '57, 49 c.c. Moped, teles., carr., lighting, 2,593 m.	£40 10
LAMBRETTA, '54, 125 LD, w/scr., sp./wh., plln., red/blue	£60 10
LAMBRETTA, '54, 125 LD, screen, carrier	£60 10
D.K.W., '56, 74 c.c. Hobby Scooter, extras	£70 10
VESPA, '57, 125 c.c. Scooter, carrier, spare wheel	£90 10
TWN, '57/58, 150 Super Tessy, elec./st., blk./green	£120 10
TERROT, '58, 125 c.c. T/S, Scooterrot, 27 miles only	£120 10
DAYTON, '56, 225 c.c. Albatross, scr., completely unmarked	£130 10

TWO-STROKES AT 276/8 BRIXTON HILL

JAMES, '50, 98 c.c. Comet. Immaculate. Cheap runabout	£12 10
B.S.A., '51, 125 c.c. Bantam D1, spr., l/shlds., black	£19 10
PHILLIPS, '55, 49, good condition	£19 10
AMBASSADOR, '50, 197, d/seat, good tyres, sound eng.	£20 10
EXCELSIOR, '55, 98 c.c. Consort, luggage rack	£20 10
JAMES, '55, 98 c.c., spgr., carrier, bargain	£35 10
B.S.A., '55, 125 c.c. D.1 Bantam, spgr., carrier	£45 10
JAMES, '55, 150, teles., Cadet, spgr., panniers	£45 10
B.S.A., '57, 125 D1 Bantam, spr. carrier, red	£49 10
JAMES, '53, 197, dualseat, spgr.	£49 10
B.S.A., '55 150 Major, spgr., carrier, good condition	£49 10
JAMES, '54, 197 c.c. Captain, S/A, d/seat, Fairing, l/shld.	£49 10
F.-BARNETT, '54, 197 c.c. Falcon, S/A, d/seat	£55 10
EXCELSIOR, '58, 98 c.c. Consort, spgr., d/st., l/shields	£50 10
JAMES, '58, 98, sw/arm, red/grey, immac.	£65 10
JAMES, '54, 225 Colonel, S/A, dualseat	£60 10
F.-BARNETT, '56, 197, s/arm, d/st., panns., c/bar	£70 10
B.S.A., '57, 150 D3 Bantam Major, S/A, d/st., w/s., panns.	£70 10
F.-BARNETT, '56, 225 Cruiser, S/A, d/seat, c/bars	£85 10
R. ENFIELD, '58, 150 c.c. Ensign, S/A, d/st., w/scrn., pann.	£85 10
JAMES, '55, 225, S/A, dualseat, carrier	£85 10
ZUNDAPP, '56, 200, S/A, dualseat, carrier	£85 10
AMBASSADOR, '56, 200 Envoy, d/seat, S/A, legshields	£89 10
JAMES, '56, 225, S/A, d/seat, w/screen, carrier, immac.	£95 10
ZUNDAPP, '57, 200, S/A, d/seat, immaculate, 5,000 miles	£110 10
GREEVES, '57, 197 c.c. S/A., d/st., light blue. Good cond.	£110 10
F.-BARNETT, '58, 197 c.c. Falcon 81, S/A, d/seat. As new	£125 10
ZUNDAPP, '58, 200, S/A, d/seat. Absolutely as new	£130 10

TWO-STROKES AT 275/9, HIGH ST., ACTON

EXCELSIOR, '54, 98 c.c. Autocycle	£10 10
NORMAN, '51, 98 c.c. T/S motorcycle. (Cash only)	£15 10
ENFIELD, '47, 125 c.c. T/S, "RE," excellent tyres	£19 10
B.S.A., '54, 125 T/S D.1., teles., spgr.	£30 10
AMBASSADOR, '54, 197 Popular, teles., panniers, screen	£40 10
F.-BARNETT, '53, 197 c.c. Falcon, S/A, teles.	£40 10
JAMES, '54, 125 T/S, J.5, S/F, d/st., 9,085 miles	£49 10

For the convenience of our customers we shall be open on Saturday, 27th December.

B.S.A., '54, 150 T/S, Bantam Major, teles., spgr., panniers	£55 10
B.S.A., '54, 150 Bantam Major, spgr.	£50 10
AMBASSADOR, '55, 197 Envoy, teles., S/A, d/st., l/shlds	£65 10
F.-BARNETT, '53, 197 c.c. Falcon	£65 10
B.S.A., '56, 150 c.c. T/S Bantam Major, d/st.	£60 10
EXCELSIOR, '55, 250 Talisman Tw., Avon Frg., d/st., spgr.	£60 10
D.M.W., '55, 225 Cortina T/S, S/A, d/st., under 2,000 ml.	£70 10
F.-BARNETT, '56, 150 Plover	£70 10
ZUNDAPP, '56, 200 T/S, spgr., Model 200S	£90 10
ZUNDAPP, '57, 200 T/S Model 200S, teles., S/A, d/st.	£100 10
GREEVES, '58, 322 c.c. Fleetmaster Tw., S/A	£120 10

SOLOS AT 276 BRIXTON HILL

B.S.A., '39, 350 o.h.v.	£12 10
RUDGE, '39, 500 o.h.v., teles., d/seat	£15 10
ARIEL, '50, 350 o.h.v. Red Hunter, teles.	£19 10
B.S.A., '47, 500 s.v. M20, l/shields	£19 10
HARLEY DAVIDSON, '50, 750 o.h.v. Twin, teles., mirror	£19 10
MATCHLESS, '46, 500 o.h.v. G80, teles., pillion	£25 10
MATCHLESS, '46, 350 o.h.v. G3L, teles.	£25 10
ARIEL, '46, 350 o.h.v. Red Hunter, teles.	£29 10
B.S.A., '46, 250 o.h.v. C11, teles., d/seat	£29 10
TRIUMPH, '48, 350 o.h.v. 3T Twin, teles.	£29 10
B.S.A., '47, 500 o.h.v. B33, teles., d/st., carrier	£35 10
B.S.A., '52, 250 o.h.v. C11, spgr., d/seat, w/scrn., carrier	£35 10
DOUGLAS, '48, 350 o.h.v. Twin, S/A, d/seat, carrier	£35 10
NORTON, '47, 500 o.h.v. Model 18, teles.	£35 10
VELOCETTE, '51, 200 s.v. LE Twin, pillion, panns., w/scrn.	£35 10
B.S.A., '48, 500 o.h.v. B33, teles., w/scrn.	£39 10
DOUGLAS, '49, 350 o.h.v. Twin, S/A, d/seat	£39 10
NORTON, '48, 600 s.v. Big 4, teles., pillion	£39 10
B.S.A., '49, 250 o.h.v. C11, teles., d/st., w/scrn.	£39 10
ENFIELD, '51, 500 o.h.v., teles., d/seat	£45 10
NORTON, '48, 500 o.h.v. ES2, spgr., d/seat	£45 10
TRIUMPH, '48, 350 o.h.v. 3T, teles., d/seat	£45 10
ARIEL, '51, 500 o.h.v. Model VH, teles., d/seat	£49 10
ARIEL, '50 (reg.), 1,000 o.h.v. Sq. 4, girder forks, carr.	£49 10
TRIUMPH, '54, 150 o.h.v. T15, spgr., d/seat	£49 10
ARIEL, '54, 200 o.h.v. Colt, spgr., d/seat	£49 10
TRIUMPH, '46, 500 o.h.v. 5T Twin, teles., d/st., panns.	£49 10
DOUGLAS, '50, 350 o.h.v. Twin, S/A, d/seat, Sports	£55 10
ENFIELD, '51, 350 o.h.v. Model G, teles., d/seat, l/shields	£55 10
NORTON, '51, 500 o.h.v. M18, teles.	£57 10
B.S.A., '53, 250 o.h.v. C11, d/seat, spgr.	£59 10
SUNBEAM, '49, 500 o.h.c., spgr., pillion	£63 10
A.J.S., '53, 500 o.h.v. Model 18, teles.	£65 10
ARIEL, '51 500 o.h.v. Red Hunter, spgr., d/seat, l/shields	£65 10
B.S.A., '52, 500 o.h.v. A7, spgr., dualseat	£67 10
B.S.A., '54, 250 o.h.v. C11G, teles., mirror	£69 10
NORTON, '54, 600 s.v., teles., dualseat	£69 10
ARIEL, '55, 200 o.h.v. Colt, spgr., d/seat	£69 10
TRIUMPH, '55, 200 o.h.v. T20, spgr., d/seat	£69 10
A.J.S., '52, 500 o.h.v. 18S, S/A, d/seat	£75 10
B.S.A., '53, 500 o.h.v. A7, spgr., d/seat	£75 10
B.S.A., '53, 350 o.h.v. B31, spgr., d/seat, panns., mirror	£75 10
ENFIELD, '54, 500 o.h.v. S/A, dualseat	£75 10
NORTON, '52, 500 o.h.v. ES2, S/A, dualseat	£75 10
ARIEL, '52, 500 o.h.v. VHA, spgr., d/seat	£75 10
B.S.A., '52, 350 o.h.v. Gold Star, spgr., d/seat	£75 10
SUNBEAM, '51, 500 o.h.c. S8 Twin, spgr.	£79 10
B.S.A., '55, 250 o.h.v., spgr., dualseat	£80 10

Continued in next Column →

N.S.U.

HUMPHREYS.

HUMPHREYS, N.S.U. distributors for North London. Immediate delivery, Super Max, Prima scooter and Quickly; full range of Quickly and Prima spares, counter or c.o.d.—Humphreys, Ltd., 122, Hampstead Rd., N.W.1. Euston 3326 Sales, and Euston 6536 Spares. Close Thursday 1 p.m. [C1058/R

WHITBYS.—Grand display N.S.U. Prima and Quickly.—275, Acton Vale London, W.3. She. 5355. [C1128/R

SLOCOMBES OF NEASDEN!!! for your new N.S.U. Primas, etc., terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355 (8 lines). [C1115

CLAUDE RYE.—Immediate delivery including new 5-Star Prima; choice of colours; terms.—895-921, Fulham Rd., S.W.6 Renown 6174. [C1105/R

129gns.—N.S.U. Prima 1957, 147cc scooter, electric starter, spare wheel, etc., cost over £200; choice of 2; free tax and insurance; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

PANTHER

BRAND new 600 ohv & 2-seater saloon, £299; one-fifth dep., 30 months h.p.; exchanges.—Harry Nash, 391, King St., W.6. Riv. 2837-8. [C1090

SLOCOMBES OF NEASDEN!!! for your new Panther; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355 (8 lines). [C1115

95gns.—Panther 1952, 600cc ohv combination, extras, very good condition, taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

RAPID MOTORS.—Every Panther available from stock, including model 35 250 twin; largest distributors in the country.—269, Haydons Rd., Wimbledon, S.W.19. Che. 3202-3, and 70-74, Godstone Rd., Whyteleafe, Surrey Uplands 0895. [C1162/R

PANTHER WANTED

GEORGE CLARKE pay most for Panther.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

ROWLAND SMITH'S, the Panther buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

PRIDE & CLARKE.—Biggest demand, highest prices. —158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1098/R

PANTHER SPARE PARTS

PANTHER spares, c.o.d by return; nearest agent to Panther works.—Newton Motors, 397, Manchester Rd., Bradford 29719 [0266

GEORGE CLARKE, Ltd., largest stockists in England c.o.d. by return.—73 New Park Rd., S.W.2 Tulse Hill 3211 & 275/9, High St., Acton, W.3. Acorn 6543 [S1019/R

JOLLY & KNOTT Panther spares specialists largest stock in London; c.o.d. by return.—Please note our new address: 25 Loampit Hill, Lewisham, S.E.13 Tideway 4261 [S1065/R

C.O.D. 24 hours service, largest spare stockist in Great Britain, this is fact, not fiction; exchange units in stock.—Rapids, 259-269, Haydons Rd., Wimbledon, S.W.19. Cherrywood 3202-3. [S1162/R

PIATTI

PIATTI.—Loxham Motor Cycle House; exchanges; h.p. terms.—Tel. 4242 Preston. [0049/R

PUCH

FOR Puch scooters and motor cycles.—Write for the name and address of your nearest dealer to:—

SOLE Concessionaires for the British Isles.—Ryder's Autoservice, 215-217, Knowsley Rd., Bootle, Liverpool. 20. [0521/R

RACING MOTOR CYCLES

ERIC OLIVER, the racing specialist, offers:—

1954 B.S.A. Gold Star 350cc, racing trim, immaculate, ready to race; £175.

1955 Norton 500cc Manx racer, in fine condition; £295.

PART exchange and hire purchase welcomed.—Eric Oliver (Motor Cycles), Ltd., 99, London Rd., Staines. Tel. 3733. [C1022

JACKSON-ROTRAX Speedway machines, the world's best; ask the 1956, '57 and '58 world champions, they rode them; world J.A.P. service engines and spares, retail, wholesale export.—Alec Jackson Motor Export, Ltd., 1006, Harrow Rd., London, N.W.10. Ladbroke 2792. [C1066/R

RACING MOTOR CYCLES SPARE PARTS

GODFREYS, Ltd., B.S.A. special spares for trials and competition machines.—418, Romford Rd., E.7. Gra. 1234-5. [S1052/R

H. L. DANIELL, the Norton expert, for Manx Norton spares service, c.o.d. by return.—65, Dartmouth Rd., Forest Hill, S.E.23. For. 5895. [0204/R

O'NEILL BROS., Ltd.—Amal racing carburettor service, jets, needles, slides and spares for RN, GP, and TT carbs; full postal service; trade supplied.—The Broadway, N.W.9. Hendon 8629 [S1179

GEO CLARKE MOTORS LIMITED

SOLOS (Cont.) at 276, Brixton Hill

	Cash Price
A.J.S., '53, 500 o.h.v., S/A, dualseat	£85 10
B.S.A., '55, 500 o.h.v. B33, S/A, dualseat	£85 10
ENFIELD, '56, 250 o.h.v. Clipper, S/A, d/seat, w/scrn.	£87 10
ARIEL, '54, 350 o.h.v. NH, S/A, dualseat	£89 10
B.S.A., '54, 650 o.h.v. A10 Twin, S/A, dualseat	£90 10
MATCHLESS, '53, 500 o.h.v. G80S, S/A, d/st., carrier	£99 10
A.J.S., '54, 350 o.h.v. 16MS, S/A, d/seat, tank cover	£105 10
VELOCETTE, '55, 350 o.h.v. MAC, S/A, d/seat	£105 10
ARIEL, '55, 350 o.h.v. Red Hunter, S/A, dualseat	£100 10
ARIEL, '52, 1,000 o.h.v. Sq. 4, teles.	£100 10
B.S.A., '56, 250 o.h.v. C12, S/A, du/seat, fairing	£100 10
DOUGLAS, '57, 350 o.h.v. Twin, Dragonfly, S/A, d/st.	£100 10
MATCHLESS, '54, 350 o.h.v. G3LS, S/A, d/seat	£100 10
VINCENT, '53, 500 o.h.v. Comet, S/A, dualseat	£115 10
ARIEL, '55, 350 o.h.v. NH Tw., S/A, d/st.	£110 10
TRIUMPH, '53, 650 o.h.v. T/bird, spr. hub, d/st.	£110 10
ARIEL, '55, 500 o.h.v. KH Twin, S/A, dualseat	£110 10
MATCHLESS, '53, 500 o.h.v. G9 Twin, s/arm, d/st.	£120 10
B.S.A., '56, 350 o.h.v. B31, S/A, dualseat	£120 10
ARIEL, '55, 350 o.h.v., S/A, dualseat	£135 10
NORTON, '55, 500 o.h.v. Dom. 7, S/A, dualseat	£135 10
A.J.S., '55, 500 o.h.v. Model 18S, S/A, d/seat	£135 10
B.S.A., '58, 250 o.h.v. C12, s/arm, d/seat	£130 10
B.S.A., '55, 500 o.h.v. Star Twin, S/A, d/seat, carr.	£139 10
MATCHLESS, '55, 500 o.h.v. G80S, S/A, d/seat	£139 10
B.S.A., '57, 350 o.h.v. B31 de luxe, S/A, dualseat	£145 10
TRIUMPH, '54, 500 o.h.v. T100, S/A, dualseat	£145 10
NORTON, '56, 350 o.h.v. Model 50, S/A, d/seat	£145 10
ARIEL, '56, 500 o.h.v. KH Twin, S/A, d/seat, c/bar	£149 10
ENFIELD, '57, 350 o.h.v. Bullet, S/A, dualseat	£149 10
MATCHLESS, '55, 500 o.h.v. G9 Twin, S/A, dualseat	£149 10
ARIEL, '54, 650 o.h.v. FH Twin, S/A, d/seat, fairing	£149 10
NORTON, '54, 500 o.h.v. Dom. 88, S/A, d/st., frg.	£155 10
B.S.A., '56, 650 o.h.v. A10 Tw., s/arm, d/seat	£150 10
B.S.A., '54, 500 o.h.v. Gold Star, s/arm, d/seat, extras	£150 10
TRIUMPH, '55, 650 o.h.v. T110 Twin, S/A, d/seat	£150 10
TRIUMPH, '57, 500 o.h.v. 5T, Twin, dualseat	£175 10
ARIEL, '58, 500 o.h.v. VH, s/arm, d/seat, frg., carr.	£179 10
ARIEL, '58, 350 o.h.v., S/A, dualseat. As new	£179 10
MATCHLESS, '56, 500 o.h.v. G9 Twin, S/A, d/st., carrier	£179 10
NORTON, '56, 600 o.h.v. Dom. 99, S/A, dualseat	£179 10
B.S.A., '57, 650 o.h.v. A10 Twin, s/arm, d/seat	£180 10
NORTON, '56/57, 500 o.h.v. Dom. 88, s/arm, d/seat, 5,000 m	£180 10
NORTON, '57, 600 o.h.v. Dom. 77, S/A, dualseat	£180 10
A.J.S., '57, 500 o.h.v. Mod. 20, s/arm, d/st., pann., carr.	£195 10
NORTON, '57, 500 o.h.v. Dom. 88, s/arm, d/seat, frg.	£195 10
TRIUMPH, '58, 350 o.h.v. T21 Twin, S/A, d/seat	£190 10
MATCHLESS, '57, 600 o.h.v. G11, S/A, dualseat	£200 10
ARIEL, '58, 650 o.h.v. H'master Sports S/A, dualseat	£219 10
B.S.A., '58, 650 o.h.v. A10 Twin, S/A, dualseat	£225 10
MATCHLESS, '58, 600 o.h.v. G11 Twin, S/A, d/st., carrier	£229 10

For the convenience of our customers we shall be open on Saturday, 27th December.

SOLOS AT 275/9, HIGH ST., ACTON

TRIUMPH, '38, 600 s.v.	£8 10
B.S.A., '46, 500 s.v. M.20, dualseat	£19 10
TRIUMPH, '39, 500 o.h.v. S. Twin, spgr., d/seat	£19 10
B.S.A., '48, 350 o.h.v. B31, teles., spgr.	£29 10
B.S.A., '47, 250 o.h.v. C11, teles.	£29 10
MATCHLESS, '48, 500 o.h.v. G80, teles., d/st.	£39 10
TRIUMPH, '46, 500 o.h.v. Tiger 100 Twin, teles.	£39 10
ARIEL, '51, 500 o.h.v. VH, teles., d/st.	£45 10
ARIEL, '48, 350 o.h.v., teles.	£49 10
B.S.A., '48, 500 o.h.v. A7 Twin, teles., d/st.	£49 10
B.S.A., '50, 350 o.h.v. B31, teles., spgr., d/st.	£49 10
ENFIELD, '51, 500 o.h.v. J2, teles., legshields, pillion	£49 10
INDIAN, '54, 250 s.v. Brave	£49 10
ARIEL, '51, 500 VHS, teles., spgr., d/st.	£50 10
B.S.A., '50, 350 o.h.v. B31, spgr., legshields, teles.	£50 10
DOUGLAS, '52, 350 c.c. 80 Plus, d/st., S/A, 12,278 mls.	£50 10
VELOCETTE, '50, 350 MAC, teles., rear carrier	£60 10
TRIUMPH, '49, 500 o.h.v. Tiger 100, teles., s/hub, d/st.	£65 10
ARIEL, '55, 200 o.h.v. Colt, spring frame	£60 10
MATCHLESS, '50, 350 o.h.v. G3L, teles., d/st.	£60 10
ARIEL, '53, 350 o.h.v. NH, teles., S/A.	£75 10
TRIUMPH, '55, 200 Cub, spgr.	£75 10
SUNBEAM, '49, 500 o.h.c. S7, teles., spgr., d/st., carrier	£79 10
MATCHLESS, '51, 500 o.h.v. G80S, teles., spgr., d/st.	£89 10
MATCHLESS, '54, 350 o.h.v. G3L, w/scr., crash bar, panns.	£89 10
TRIUMPH, '50 650 o.h.v. Twin teles., s/hub, d/st.	£89 10
A.J.S., '54, 350 o.h.v. Model 16MS, teles., S/A, d/st.	£99 10
NORTON, '53, 500 o.h.v. Dom. 7, S/A, d/st.	£99 10
VELOCETTE, '53, 350 o.h.v. MAC	£99 10
TRIUMPH, '53, 500 o.h.v. T100, s/hub	£105 10
A.J.S., '51, 500 o.h.v. Twin Mod. 20, S/A, d/st.	£100 10
B.S.A., '55, 350 o.h.v. B31, S/A	£100 10
M.V. AGUSTA, '56, 125 o.h.v. Turismo Rapido	£100 10
TRIUMPH, '53, 650 o.h.v. 6T, teles., d/st., s/hub	£100 10
TRIUMPH, '53, 650 o.h.v. 6T, s/hub, d/st. Craven, pans	£115 10
SUNBEAM, '54, 500 o.h.c. S8, spgr.	£119 10
VINCENT, '52, 500 o.h.v. Comet, S/A, crashbar, d/st.	£119 10
B.S.A., '56, 350 o.h.v. Mod. B31S, teles., S/A, d/st.	£120 10
MATCHLESS, '55, 350 o.h.v. Mod. G3LS, teles., S/A, d/st.	£120 0
MATCHLESS, '55, 500 o.h.v. G9	£120 0
ARIEL, '57, 350 o.h.v. Mod. NH, teles., S/A, d/st.	£140 0
NORTON, '54, 500 o.h.v. Dom. 88, "as new" tyres, S/A.	£140 0
TRIUMPH, '55, 650 o.h.v. T110, S/A, d/st.	£150 0
TRIUMPH, '56, 500 o.h.v. T100, S/A	£160 0
TRIUMPH, '55, 650 o.h.v. T100, S/A, d/st.	£160 0
TRIUMPH, '56, 500 o.h.v. 5T, S/A, d/st., crash bar	£160 0
ARIEL, '57, 600 s.v. VBS, teles., spgr., d/st., 4,610 miles	£175 0
B.S.A., '56, 650 c.c. o.h.v. Flash, teles., spgr., d/st.	£179 0
TRIUMPH, '57, 500 o.h.v. 5T, teles., S/A, d/st., c/bar	£179 0
A.J.S., '58, 600 o.h.v. Mod. 30 Tw., S/A, scr., l/shlds.	£230 0

£5 Deposit will reserve any of the above for 7 days. 90 day written guarantee with most machines. Exchanges welcomed—car motorcycle or three-wheeler. H.P. accounts settled. Lists, order form, etc., post free. Write tonight or call any weekday 9-6.

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1958 demonstrations and shop soiled models, greatly reduced in price, limited number.

SEND for free list of new and used models.

ESMOTORS Ltd., 325, High Rd., W.4. Chi. 6569. [C1051

ROWLAND SMITH'S for Enfield.

ALL models supplied.

FREE tax and insurance with second-hand motor cycles.

135gns.—Royal Enfield 1955 model, 496cc ohv combination, swinging arm, windshield, carefully used.

59gns.—Royal Enfield 1950, 500cc ohv combination, 2-seater saloon, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

RENNO'S, established 1918, self-financed terms, 1/5 deposit, 1959 Enfields.

RENNO'S 1958 brand new 350 Clipper, swinging arm, duo seat; special offer, £184/10, makers price, £199/18/3 yours for £37; carries full maker's guarantee.

RENNO'S 1958 Ensign II 150cc, spring frame, duo seat, my price £100/10, maker's price £109/3/11, secure this £30 deposit.—232-3-4, Upper St., Islington, N.1. Can. 2021. [C1104

HAYEN, Ltd., main agents; part exchanges; terms; service and repairs.—162, High Rd., Ilford. 0561. [0541/R

YOUNG'S.—Royal Enfield enthusiasts; immediate delivery latest models; terms, exchanges.—20/32, Tooting Bec Rd., London, S.W.17. Bal. 7791. [C1134/R

ROYAL ENFIELD SPARE PARTS

ESESMOTORS, Ltd., 100% Royal Enfield specialists.

LARGE stock of genuine Royal Enfield spares for all pre-war and ex-W.D. models; per return c.o.d. service; trade supplied.

ESMOTORS, Ltd., 325, High Rd., W.4. Chi. 2246. [S1031/R

CLAUDE RYE, Ltd., Enfield spares specialists, post-war and W.D.; write for free list of Model C.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R

MARBLE ARCH MOTOR SUPPLIES, Ltd., Camberwell Green.—Royal Enfield post-war spares and ex-W.D. models; rapid c.o.d.—Rodney 2181. [0265/R

KAY'S OF EALING, Ltd., Royal Enfield spare parts stockists; quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. [S1075/R

O'NEILL BROS., Ltd.—All post-war spares in stock; also Albion, Amal, Lucas; full postal service; trade supplied.—The Broadway, N.W.9. Hendon 8629. [S1179

YOUNG'S.—1,000,000 spares stocked; all models 1940/58, prompt despatch; special price lists 125/WDRE; 350/WDC and 350/WDCO, free.—20/32, Tooting Bec Rd., London, S.W.17. Bal. 7791. [S1134/R

RUDGE SPARE PARTS

RUDGE Spares Service now controlled by Godfreys. Order parts for all models from 208, Gt. Portland St., W.1. Eus. 4652. [S1052/R

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135gns.—Sunbeam twin, 1955 model, 500cc ohv S7, mist green, exceptional condition; choice of 4 Sunbeams; free tax and insurance; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

SUNBEAM WANTED

ROWLAND SMITH'S, the Sunbeam buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

GEORGE CLARKE pay most for Sunbeam.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

PRIDE & CLARKE.—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1098/R

SUNBEAM SPARE PARTS

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BECKETT OF ELTHAM, official stockists of post-war Sunbeam spares for the south-east.—25, Courtyard, Eltham, S.E.9. Tel. Elt. 2009 and 4840. [S1056/R

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T. W. KIRBY MOTOR CYCLES, Ltd., your Triumph specialists, 10, Roneo Corner, Hornchurch. Tel. 8785. [0413

J. J. DOUBLE (MOTOR CYCLES), Ltd., 1958 Triumph agents; terms, spares, service, repairs.—809-811, High Rd., Goodmayes. Tel. Seven Kings 9744. [C1119/R

JIM ALVES for 100% Triumph spares, service, parts, all models, exchanges, h.p., insurance while you wait.—97, High St., Street, Som. Tel. Street 355. [0250/R

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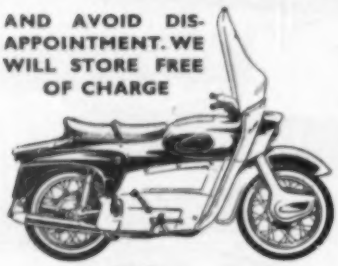

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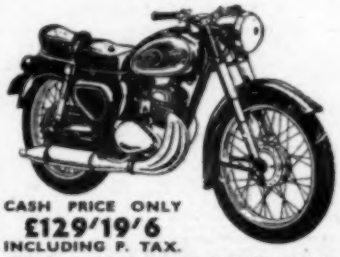

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B.S.A., '52, 500 A7 Twin, s/fr., d/seat £99 10
B.S.A., '57, 250 C12, s/arm, super condition £119 10
B.S.A., '53, 650 G. Flash, d/seat, c/bars, s/fr. £119 10
B.S.A., '55, 350 B31, s/arm, attract. bargain £125 10
B.S.A., '54, 650 Golden Flash, s/arm, d/seat, etc. £145 10
B.S.A., '55, 500 Shooting Star, s/arm, d/seat £145 10
B.S.A., '56, 650 A10, s/arm, d/seat, ex. condition £179 10
D.M.W., '58, 197, s/arm, d/seat, as new £109 10
DOUGLAS, '58, 350 Dragonfly, d/seat, c/bars, etc. £119 10
DOUGLAS, '57, 350 Drag nfly, c/bars, taxed £129 10
ENFIELD, '53, 350 Bullet, s/arm, d/seat, bargain £89 10
ENFIELD, '47, 350 G.H.V., teles., d/seat, bargain £45 10
ENFIELD, '54, 150 Ensign, s/fr., l/shields, etc. £45 10
ENFIELD, '51, 500 Twin, s/arm, d/seat, c/bars £89 10
ENFIELD, '54, 500 Twin, s/arm, d/seat, real snip £115 10
ENFIELD, '56, 350 Clipper, s/arm, d/seat, taxed £125 10
ENFIELD, '54, 700 Meteor, s/arm, panniers £139 10
ENFIELD, '57, 500 Bullet, nice condition, real bgn. £169 10
ENFIELD, '57, 350 Bullet, d/seat, Avon fairing £169 10
EXCELSIOR, '57, 98 c.c. Consort, f/change, d/seat £55 10
EXCELSIOR, '54, 197, s/arm, d/seat, scr/n £59 10
EXCELSIOR, '55/6, 197, s/arm, d/seat, 1 owner £79 10
EXCELSIOR, '56/7, 197, s/arm, 4-spds., d/seat, etc. £89 10
F.-BARNETT, '54, 125, s/fr., d/seat, nice condition £49 10
F.-BARNETT, '53, 197, s/arm, d/seat, scrn., etc. £49 10
F.-BARNETT, '56, 150, s/arm, pillion, taxed £65 10
F.-BARNETT, '57, 197, s/arm, d/seat, taxed £109 10
F.-BARNETT, '58, 250 Cruiser, d/seat, panniers £139 10
INDIAN, '54, 250, teles., d/seat, taxed, bargain £49 10
JAMES, '54, 125, teles., d/seat, s/fr., taxed £45 10
JAMES, '56, 98 c.c. Comet, spds., pillion, etc. £55 10
JAMES, '55, 150, s/fr., d/seat, l/shields £59 10
JAMES, '55, 197, s/arm, taxed, real bargain £79 10
JAMES, '56, 225, s/arm, d/seat, taxed £99 10
JAWA, '54, 150, s/arm, d/seat, attractive £59 10
MATCHLESS, '53, 500, s/arm, d/seat, attractive £115 10
MATCHLESS, '55, 350, s/arm, d/seat, attractive £129 10
MATCHLESS, '54, 500 Twin, s/arm, d/seat, attract. £145 10
MATCHLESS, '57, 500 Twin, d/seat, nice condition £299 10
NORMAN, '56/7, 197, s/arm, d/seat, attractive £85 10
NORMAN, '57, 197 Comp., s/arm, taxed £99 10
NORTON, '48, 500 ES2, teles., s/fr., d/seat £52 10
NORTON, '52, 500 Dominator, s/fr., d/seat £99 10
NORTON, '53, 500 ES2, s/arm, d/seat, attractive £109 10
NORTON, '54, 500 Dominator, s/arm, Fairing £129 10
NORTON, '56, 500 Model 88, c/bars, Fairing £179 10
NORTON, '57, 500 Model 88, taxed, nice cond. £199 10
P. & M., '52, 350 O.H.V., teles., d/seat, bargain £55 10
P. & ..., '54, 250 O.H.V., s/arm, d/seat, 4 spds. £79 10
P. & M., '56, 197, s/arm, d/seat, really nice £89 10
P. & ..., '55, 350, s/arm, d/seat, bargain, taxed £109 10
SUNBEAM, '49/50, 500 S7 de luxe, s/fr., taxed £79 10
SUNBEAM, '51, 500 S8 Twin, s/fr., panniers £95 10
SUNBEAM, '53, 500 S8 Twin, d/seat, nice condition £115 10
SUNBEAM, '56, 500 S8 Twin, d/seat, real snip £149 10
TRIUMPH, '55, 200 Cub, d/seat, s/fr., taxed Dec. £85 10
TRIUMPH, '56, 200 Tiger Cub, panniers £99 10
TRIUMPH, '53, 500 Speed Twin, s/hub, s/st., attract. £109 10
TRIUMPH, '57, 200 Cub, s/arm, d/seat, taxed £115 10
TRIUMPH, '55, 500, Speed Twin, s/arm, d/seat £149 10
TRIUMPH, '55, 500 Tiger 100, s/arm, d/seat, attract. £155 10
TRIUMPH, '56, 500 Twin, d/seat, s/arm, clean £169 10
TRIUMPH, '58, 350, Fairing, panniers, superb £205 10
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VELOCETTE, '56, MAC 350, teles., d/seat, bargain £55 10
VELOCETTE, 52, LE 200 Twin, duo colours, attract. £59 10
VELOCETTE, '55, 500 MSS, s/arm, d/seat, attract. £129 10
VELOCETTE, '58, 200 Valiant, c/bars, 1 owner £169 10
VINCENT, '51, 500 Comet, d/seat, nice condition £109 10
VINCENT, '52 500 Comet, recent o/haul, super £119 10
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£29 10.—1946 Norton model 18, 500cc ohv, 4-spd. f/c, teles. and a good sidecar chassis.

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£39 10.—1949 Triumph 500cc 5T twin, tele. forks, 4-spd f/change and Garrard S80 sports s/car, rough appearance.

£39 10.—1955 James 197cc Villiers competition model, 4-speed f/change, good appearance.

£49 10.—1954 Triumph Terrier 150cc, ohv, 4-spd. f/change, teles., spring frame, cheap little machine.

£59 10.—1954 B.S.A. 250cc ohv model C11G, spring frame, d/seat, teles., etc.

£59 10.—1955 Francis-Barnett 197cc competition model, 4-spd. f/change, teles., s/arm, trials seat, nice machine.

£49 10.—1955 James 150cc, Villiers 3-speed, teles., spring frame, very smart sound machine.

£17 10.—A child/adult s/car on Swallow Velvet chassis, fitted free or fittings extra.

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B.S.A., '49, 500 A7 Twin, s/fr., d/seat, B.S.A. 2-str. saloon s/car, nice condition outfit £100 10
B.S.A., '51, 600 S.V., teles., taxed, 1958 Canterbury 2-adult saloon s/car £119 10
B.S.A., '54, 650 Golden Flash, s/arm, d/seat, brand new Watsonian 2-str. saloon s/car £199 10
B.S.A., '55, 650 Gold Flash, s/fr., d/seat, Garrard Silchester s/car, attractive outfit £219 10
MATCHLESS, '51, 500 G3 Twin, s/arm, d/seat, Swallow Jet 80 s/car, real bargain £119 10
MATCHLESS, '54, 500 G.H.V., s/arm, d/seat, Watsonian Monarch s/car, attractive outfit £159 10
MATCHLESS, '56, 500 G9 Twin, superb cond., brand new Cante tury Hawk saloon s/car £279 10
NORTON, '53, 500 S.V., teles., pillion, etc., Swallow Tourer s/car, absolute bargain £80 10
NORTON, '49, 500 O.H.V., s/fr., screen, Watsonian saloon s/car, excellent condition £95 10
P. & M., '51, 600 O.H.V., teles., d/seat, etc., attractive 2-str. saloon s/car £100 10
TRIUMPH, '51, 500 Twin, pillion, screen, 1955 Swallow Comet, 2-str. saloon s/car £119 10

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BELLA, '58, 150, d/seat, s/starter, taxed £149 10
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DAYTON, '57, 225 Albatross, really nice condition £139 10
D.K.W., '57/8, 125 Dove, d/seat, red and ivory £119 10
KIEFT, '56, 200, s/starter, carrier, taxed £119 10
KREIDLER, '56, 49 c.c. Moped, taxed, nice cond. £35 10
LAMBRETTA, '54, 125, pillion, screen, carrier £69 10
LAMBRETTA, '55, 150, Model D, pillion, carrier £75 10
LAMBRETTA, '55, 150, sp. wh l, carrier, scrn., txd. £80 10
LAMBRETTA, '57, 150, Model D, pillion, taxed £90 10
LAMBRETTA, '56, 150, pillion, carrier, scr en £90 10
LAMBRETTA, '57, 125, scre n, sp. wheel, pillion, etc. £109 10
LAMBRETTA, '57, 150, d/seat, scr en, carrier £115 10
LAMBRETTA, '58, 175 Mk. III, scre n, sp. wh., super £119 10
LAMBRETTA, '57, 150 Mk. III, scre n, pillion, etc. £125 10
LAMBRETTA, '57, 150, s/starter, many extras £135 10
MAICOLETTA, '57, 250, scre n, d/seat, carrier £150 10
MERCURY, '57, 50 c.c. Mercette 4-stroke Moped £29 10
MOBYLETTE, '58, 49 c.c., spds., electric horn £39 10
MOTOCAME, '55/6, 125, scre n, s/whe l, pillion £69 10
N.S.U., '55, Quickly, spds., electric horn, taxed £39 10
N.S.U., '56, 150 Prima, sp. wheel, pillion, etc., txd. £129 10
N.S.U., '57, 150 Prima, scre n, sp. wheel, super £139 10
N.S.U., '58, 150 Prima, scre n, as new £169 10
PEUGEOT, '57, 150 c.c., scre n, sp. wheel, pillion £100 10
PIATTI, '56/7, 125, sp. wheel, scre n, carrier £89 10
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VESPA, '53, 125, pillion, sp. wheel, carrier, etc. £55 10
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VESPA, '56, 125, pillion, duo colours, taxed £89 10
VESPA, '57 125 d/seat, scr en, carrier, etc. £99 10
VESPA, '57, 150 Gran Sports, d/seat, carrier £139 10
VESTINO, '57, 50 c.c., 2-str., s/fr., d/seat £40 10
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1955 ZUNDAPP 200 c.c. Bella, D/S, carr., scrn, s/wh., red, smt £119
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1956 Ariel 350cc NH, s/arm; £152/10.

1955 Ariel 350cc NH, s/arm; £130.

1955 B.S.A. 350cc B31, s/arm; £135.

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REX JUDD.—1952 A.J.S. 350cc fitted swinging arm, very good condition; £79.

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H.—1957 N.S.U. Prima, s/start, extras, £115.

H.—1952 Sunbeam S7, recond. engine, smart, £99;

H.—1958 Ariel VH 500, rear chaincase, 1,200 miles, guaranteed, £185.

H.—1949 A.J.S. 500, very smart & reliable, £49;

H.—1954 F.-Barnett 197 springer, recon. eng., £67.

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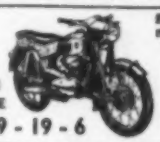

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GEORGE CLARKE pay most.—278, Brixton Hill, S.W.2. Tulse Hill 5211. [W1019

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GODFREY'S Ltd., for Heinkel 3-wheels; at all depots, including Bushwood Corner, E.11. See display advts. [C1152/R

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275 x 19	4/-	£3 4 6	325 x 20	4/-	£4 1 9
300 x 19	4/-	£3 13 6	350 x 19	4/-	£4 14 0
300 x 20	4/-	£3 14 0			
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4/- Secures Delivery
6 MONTHS TO PAY
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ALL OTHER SIZES SUPPLIED

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WELL-KNOWN EUROPEAN MANUFACTURER

275 x 19	47/6	350 x 19	69/6
300 x 19	57/6	400 x 19	79/6
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400 x 8	47/6	TUBES 12/-	

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NEW REMOULD QUALITY TYRES

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Leather with luxurious lambswool lining. Leather soles, rubber heels. Black. 95/- or 11/10 Dep. and 6 months at 15/8. P. & P. 2/3.

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5 Thou. Silver P.V.C. Welded seams, reinforced eyelets.

8ft. × 6ft.	12ft. × 8ft.
11/3 P. & P. 1/10	22/3 P. & P. 2/9
Also 6 thou. 14/2 and 25/10	

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TESTWOOD MOTORS, main distributors, German trained mechanics, £1,000 spares always in stock, best exchange price, guarantee and service.—Salisbury Rd., Totton, Hants. Totton 3611. [0321/R

ASK Pankhursts of Hammersmith for demonstration of Messerschmitt; any vehicle taken in part exchange.—Tel. Riv. 1401. 314-316, King St., Hammersmith, W.6. [C1136

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GEORGE CLARKE pay most for Messerschmitt.—278, Brixton Hill, S.W.2. Tulse Hill 3211 [W1019

CLAUDE RYE urgently require Messerschmitt; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R

MESSERSCHMITT SPARE PARTS

PRIDE & CLARKE, stockists.—Stockwell Rd., S.W.9. [S1098/R

MORGAN SPARE PARTS

MORGANS.—All available spares in stock.—F. N. Douglas, Morgan specialists, 1a, South Ealing Rd., Ealing, W.5. Eal. 0570. [S0445/R

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GEORGE CLARKE.

£45 deposit secures delivery of new 1959 Reliant; balance over 3 years.—275-9, High St., Acton, W.3. Acorn 6543, and 278, Brixton Hill, S.W.2. Tulse Hill 3211. [C1018

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ALL models supplied.

245gns.—Reliant Regal, late 1954 coupe, very good condition; taxed; also 1956 model; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114

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SEE the amazing Reliant Regal Mark IV, car comfort at motor cycle running costs; £5 annual tax, reverse gear optional; choice of colours; immediate h.p. terms; your motor cycle, 3-wheeler or car taken in part exchange.

407—419, High Rd., Finchley, N.12. Tel. Fin. 0091-5. [C1044

GODFREYS, Ltd., for Reliant Regal 3-wheelers at all depots, including Bushwood Corner, Leytonstone, E.11. See display advertisements. [C1052/R

SLOCOMBES for the Reliant enthusiast; part exchanges, cars or motor cycles.—Willesden 4869 or 3954. [C1103

CLAUDE RYE, Ltd., for your new Reliant; immediate delivery; exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R

MPHW SALES, Ltd., Bubble and Miniature car specialists; new and used in stock.—Call 23, Piccadilly, Gerrard 6055, 186, Holland Park Ave., Park 2410, 67, Goldsworth Rd., Woking 5231.

£45 deposit and £16/10/3 for 30 months, cash £446; used £38 deposit and £14/2/2, cash £380. [0340

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GLANFIELD LAWRENCE (HIGHBURY), Ltd., Reliant House, 28-32, Highbury Corner, N.5. Nor. 2791. (Showrooms open 9-6 p.m. daily. Monday to Saturday.) [C1191/R

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GEORGE CLARKE pay most.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019

ROWLAND SMITH'S, the Reliant Regal buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R

CLAUDE RYE urgently require Reliant Regal; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R

GLANFIELD LAWRENCE (HIGHBURY), Ltd., Reliant distributors, offer top prices for Reliant cars and Scut vans; part exchanges or cash; our buyer will call if necessary.

RELIANT House, 28-32, Highbury Corner, N.5.

TEL. North 2791-2. [W1191/R

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WE SPECIALISE IN SPEEDY GUARANTEED REPAIRS
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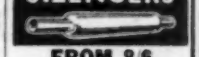

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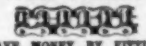

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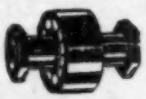

ARIEL NH, NO, VB, VA	54/2
ARIEL 500 c.c. V.H.	95/2
NORTON, all single cyl. models	75/7
PANTHER 250 and 350	60/-
PANTHER 500	75/-
CALTHORPE	65/-

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ARIEL 350 c.c.	14/8 ea.
ARIEL 500 c.c. S.V. in	11/10 ea.
ARIEL 500 c.c. S.V. ex.	14/10 ea.
B.S.A. 250 c.c. S.V. in.	8/3 ea.
B.S.A. 250 c.c. S.V. ex.	11/6 ea.
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WATKINSONS for immediate delivery; terms; exchanges, demonstration car available.—134-136, Stockwell Rd., S.W.9. Brixton 2836. [C1174/R

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£32 deposit and £10/18/8 for 30 months; £315 cash; £28 deposit and £10/2/6, cash £280 for used.

Oil contract hire for £3/5 a week for the year, including maintenance, tax, no mileage charge. [0333

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ROWLAND SMITH'S, the 3-wheeler buyers.—Hampstead High St. (Hampstead Tube), London, N.W.3. Open 9-7 week-days and Saturdays. Ham. 6041. [W1114/R

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REQUIRE late motor cycles and scooters for cash or part exchange; existing h.p. accounts settled.—Send details and price required to 407-419, High Rd., Finchley, N.12. Tel. Fin. 0091-5. [W1044/R

SUPREME MOTORCYCLES.—Best prices paid for good used machines.—Tel., write or call to 113, Kennington Rd., S.E.11. Tel. Reliance 5819. [6849

CONWAY MOTORS urgently require late motor cycles.—301, Goldhawk Rd., W.12. Tel. Nos. (Sales) Riv. 4821-3; Spares, Riv. 5725. [W1021/R

SLOCOMBES urgently want for cash or part exchange first class combinations of all types.—239-271, Neasden Lane, N.W.10. Gladstone 3355 (8 lines). [W1115

PUTNEY AUTOS purchase good post-war machines; immediate cash payment; h.p. accounts settled.—263, Putney Bridge Rd., S.W.15. Tel. Putney 1186. [W1138/R

CLAUDE RYE, Ltd., good clean machines urgently required. Highest possible prices paid in cash on the spot! H.P. accounts settled. If you cannot call, write for labels. We pay carriage.—895-921, Fulham Rd., S.W.6. Renown 6174. [W1105/R

WHITBYS urgently want 350 good, clean, post-war solos, combinations and scooters, immediate spot cash paid, h.p. accounts settled; if yours is a peach we want it, so send full details or come along now and get the highest price without fuss.—Whitbys of Acton, Ltd., 273, Acton Vale, London, W.3. She. 5355. [W1128/R

G. K. RAE.—If you wish to sell remember that we will definitely pay within 30/- of the full market value for all good modern motor cycles, combinations and scooters offered; h.p. accounts settled and balance paid in cash. If you really mean business and wish to raise the highest possible price for your machines quickly and without fuss, it will pay you to call, 'phone or write and get our offer; established over 35 years and known for courtesy and honest dealing. "Ask your Dad." G. K. RAE, 3, Great West Rd., Chiswick, W.4. Tel. Chiswick 2451. (Beginning at Great West Rd.) [W1107/R

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£8/10.—B.S.A. late 1954 35cc Winged Wheel, in strong gent's cycle, good tyres, good runner.—Dilley, 374, Forest Rd., London, E.17. [C1030

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EVERY MAKE AND MODEL

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ALL IN SPARKLING 1959 TWO-TONE COLOURS

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MODELS Nos. 101 and 102 as illus. 55/8

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Polished Alloy complete with nuts and bolts for fitting, set. Post & Pkg. 1/3. 22/9

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Very strong. Ribbed, Black enamelled. Suitable all makes.

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Less Magneto & Carb. Carr. extra.

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With Flywheel Assemblies Large stock from 20/- Carr. & Pkg. 7/6

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WHITBYS OF ACTON for Quickly and all other mopeds.—273, Acton Vale, London, W.3. She. 5355. [C1128/R

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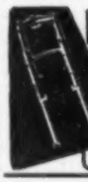

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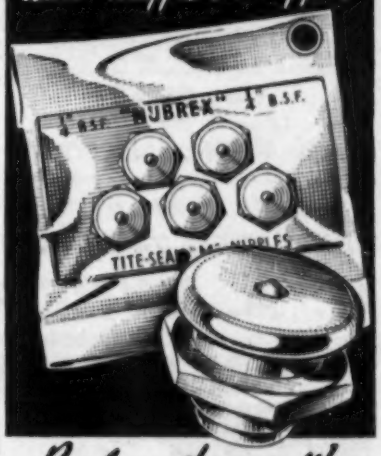

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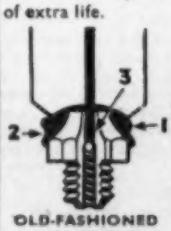

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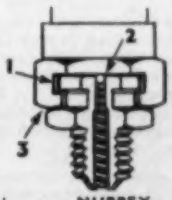

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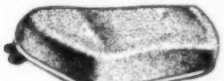

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